

## Appendix 2.1 - Hannah Reed – AM Peak Hour vehicle movements

- Total University Staff Movements (1995) (Diagram TS 1);
- Re-distribution of University Staff vehicle movements following the relocation to West Cambridge (Diagram TS2);
- Additional vehicle movements related to University Staff Growth 1996 – 2025 (Diagram TS3);
- West Cambridge Research Park - Projected Vehicle Movements (Diagram TS4);
- Total Additional Vehicle Movements 2025 (Whole University) (Diagram TS5); and
- Madingley Road Total Traffic Flows 2025 (Diagram TS7).

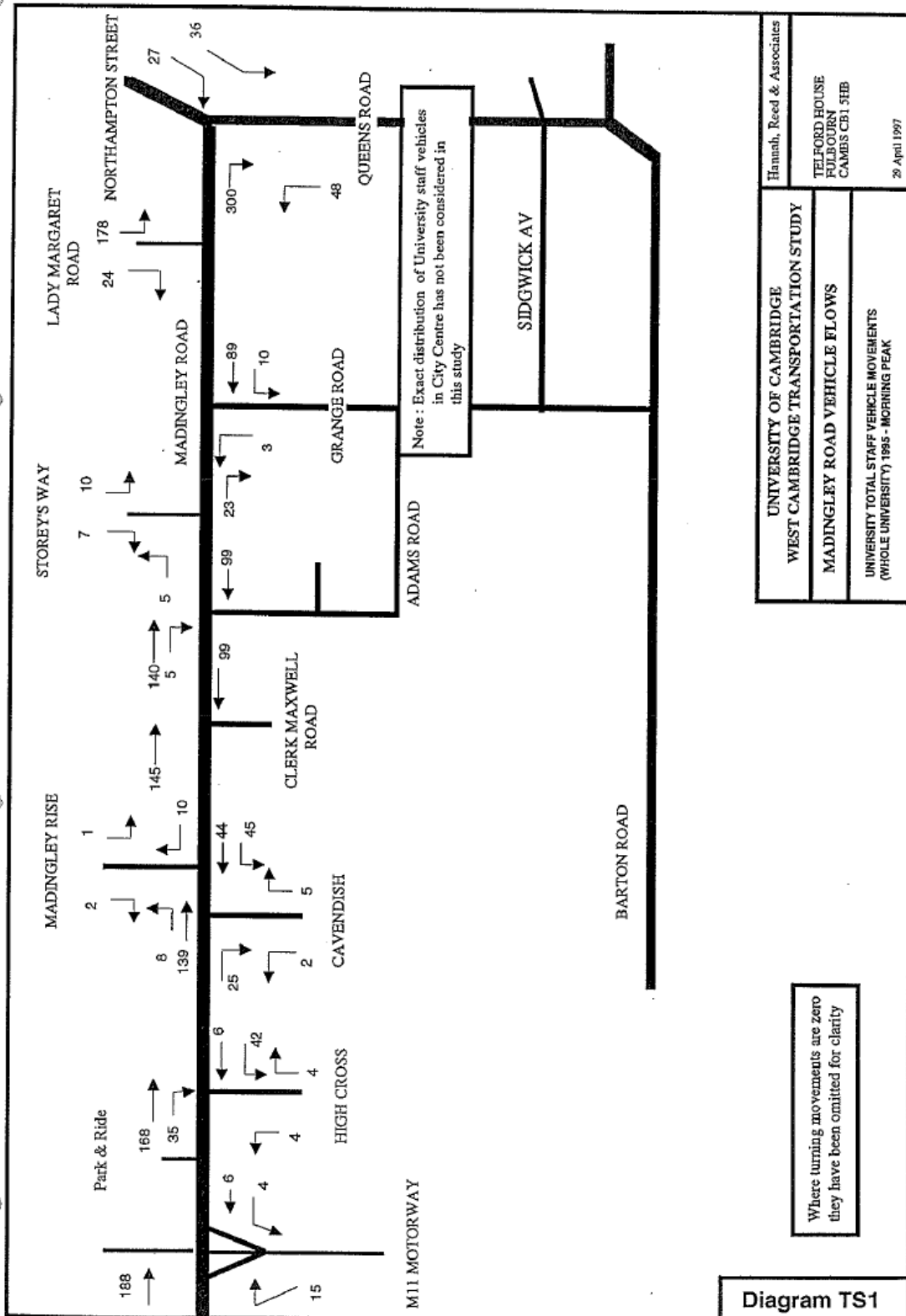
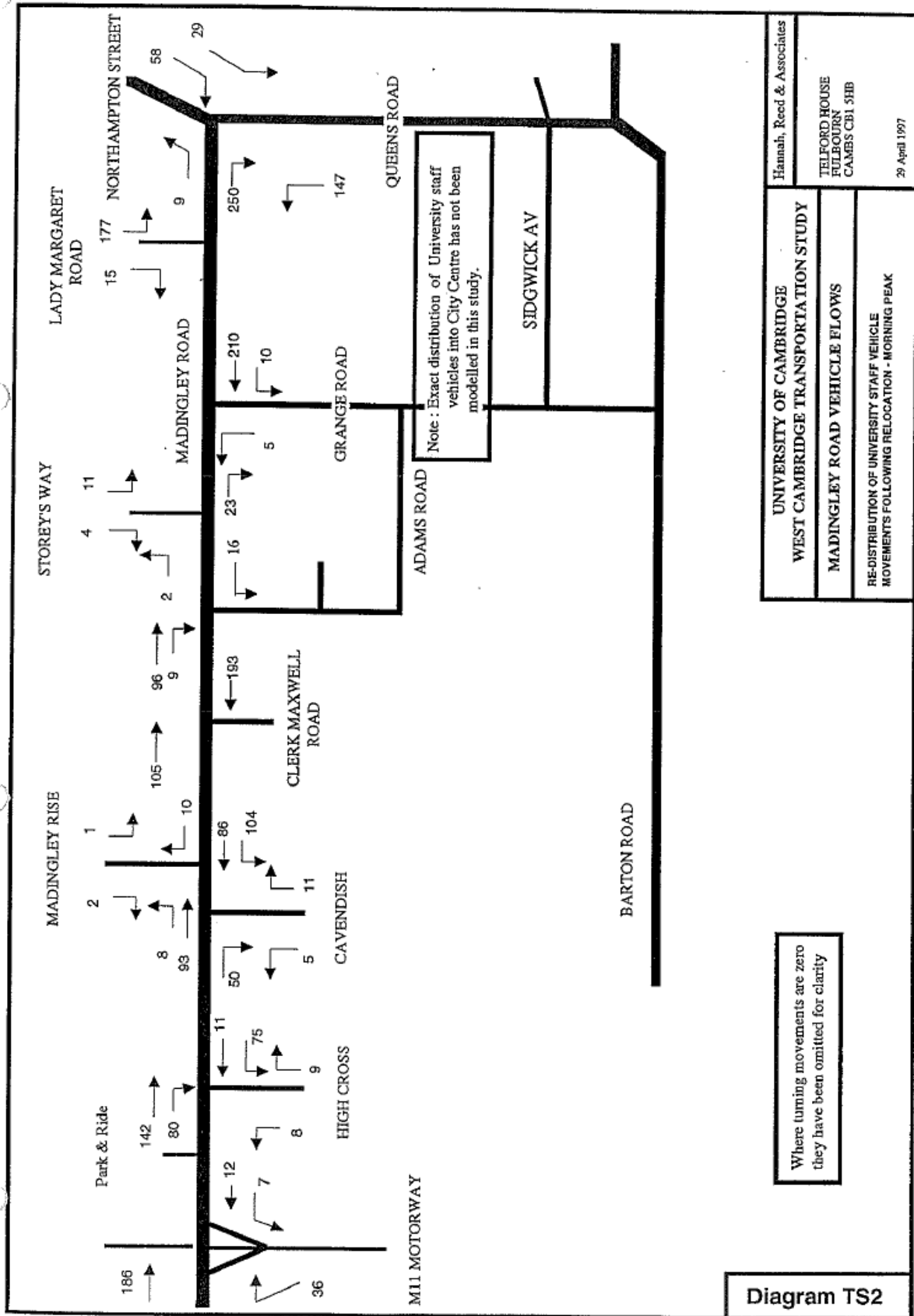
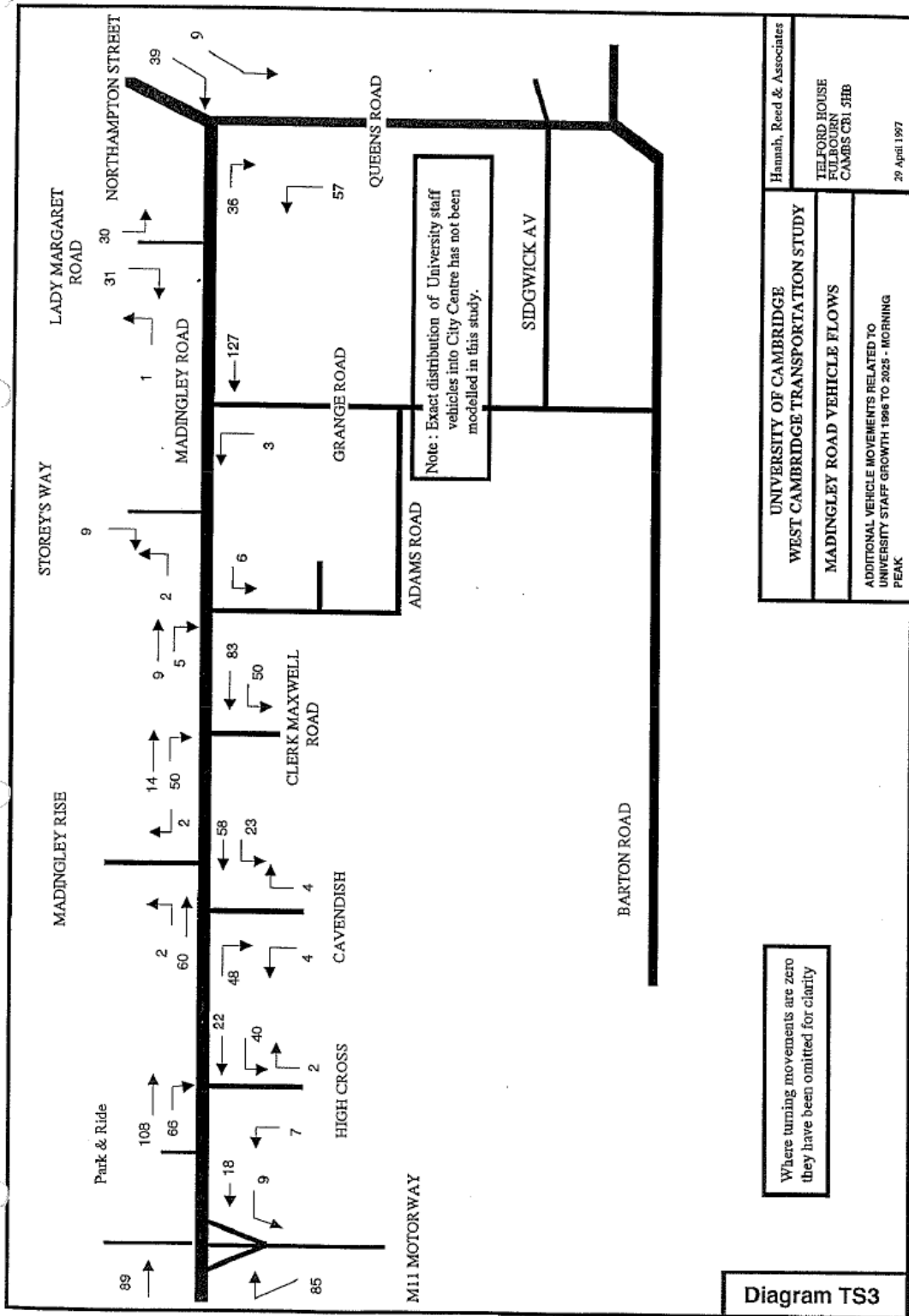
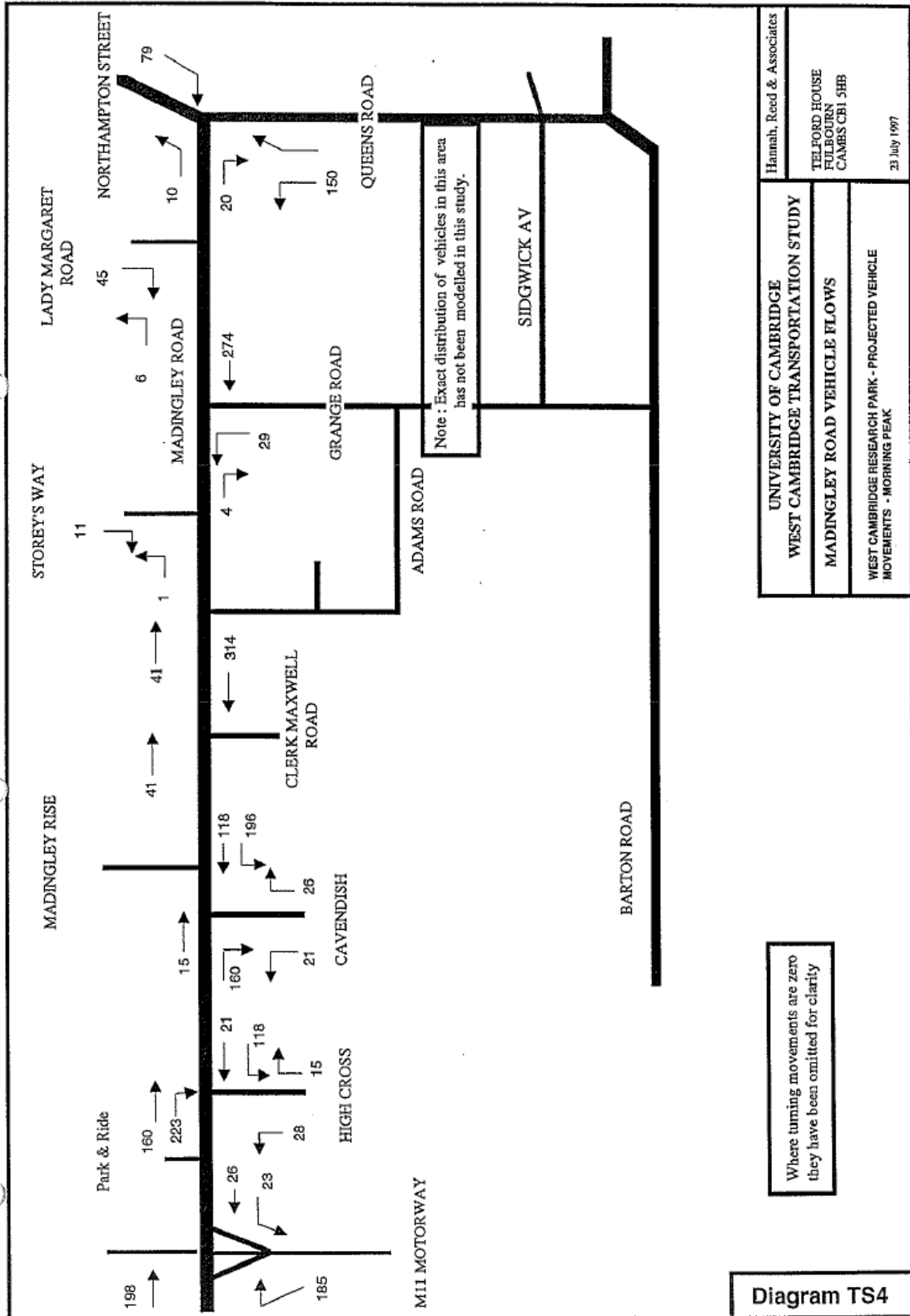


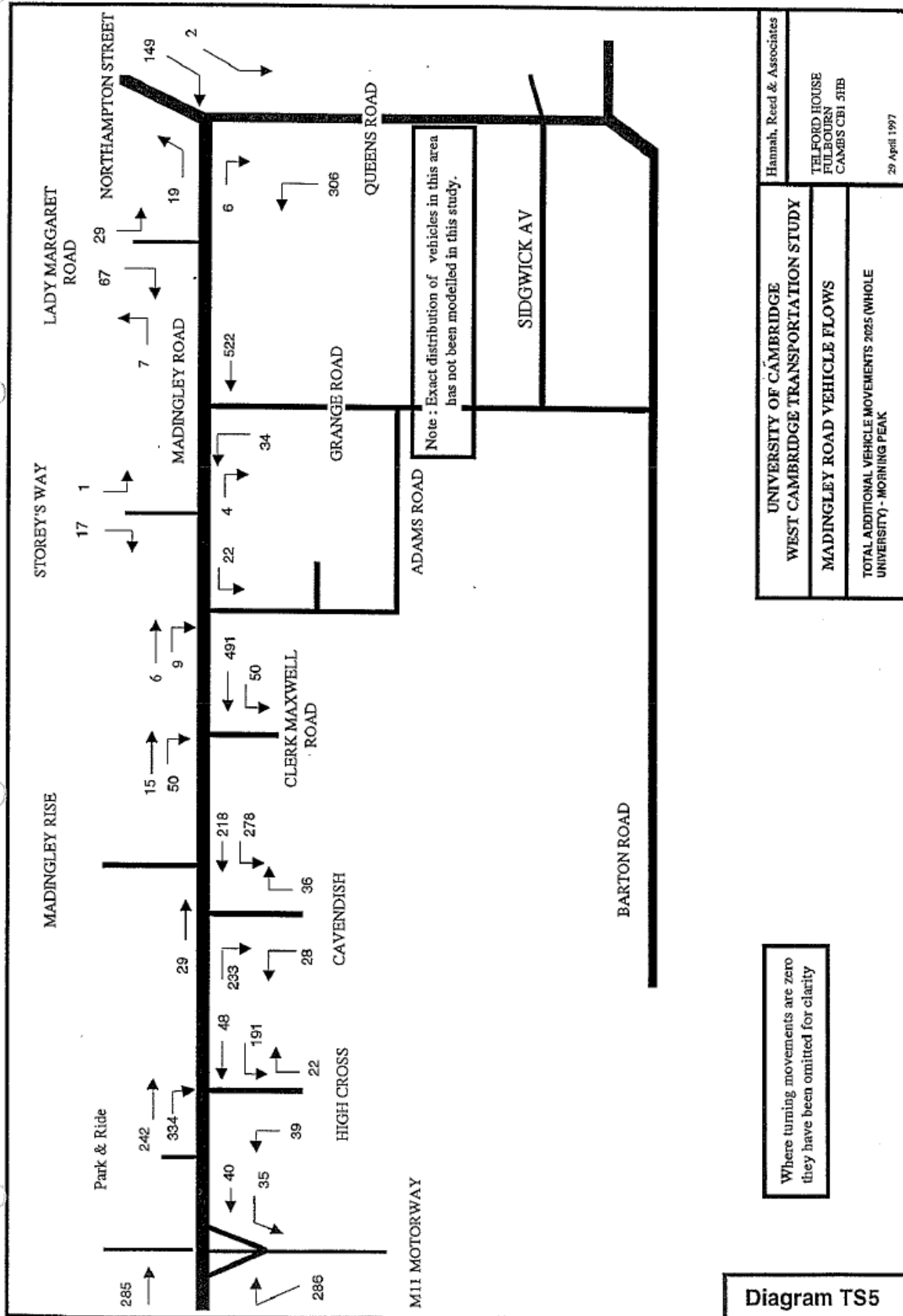
Diagram TS1

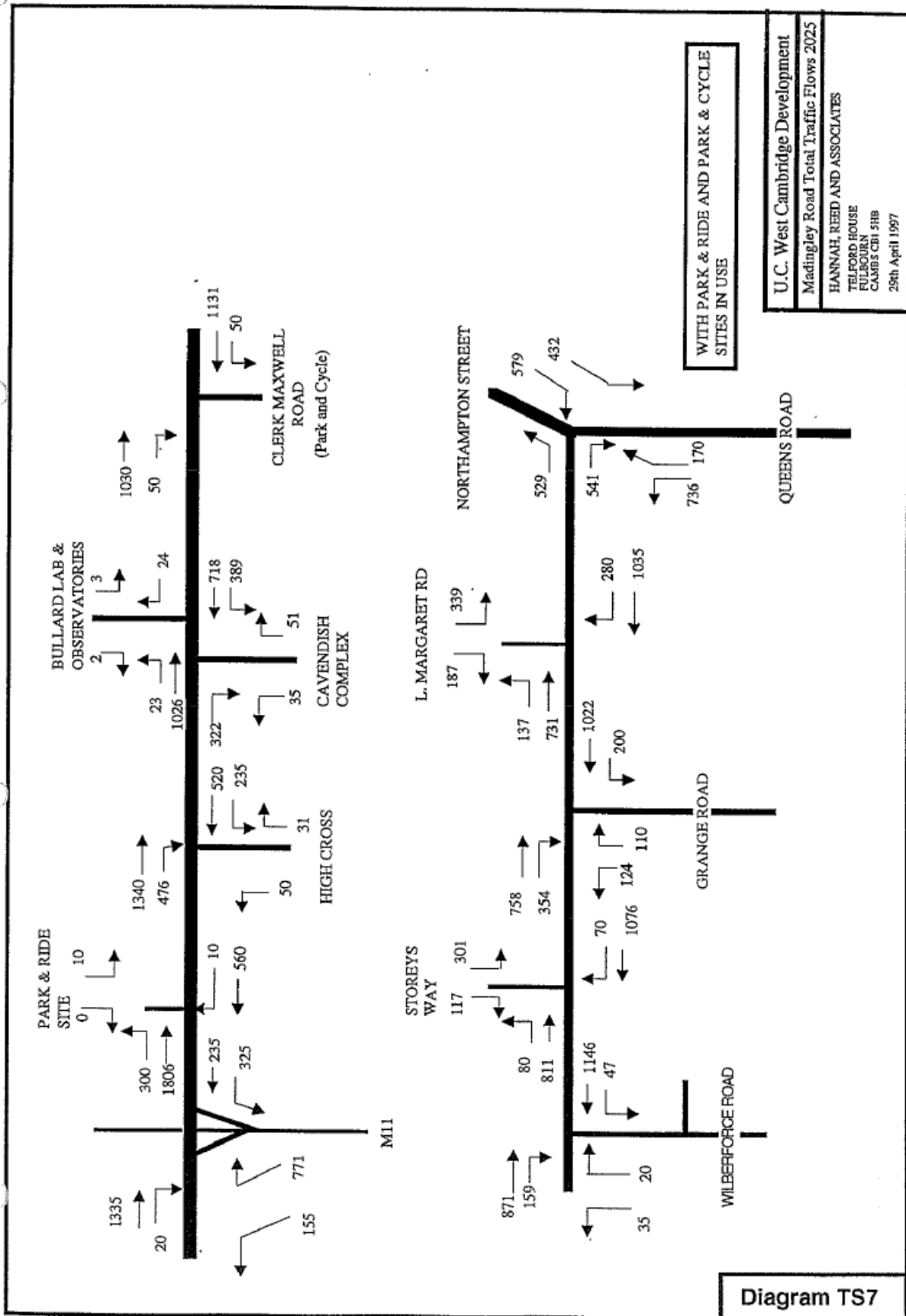










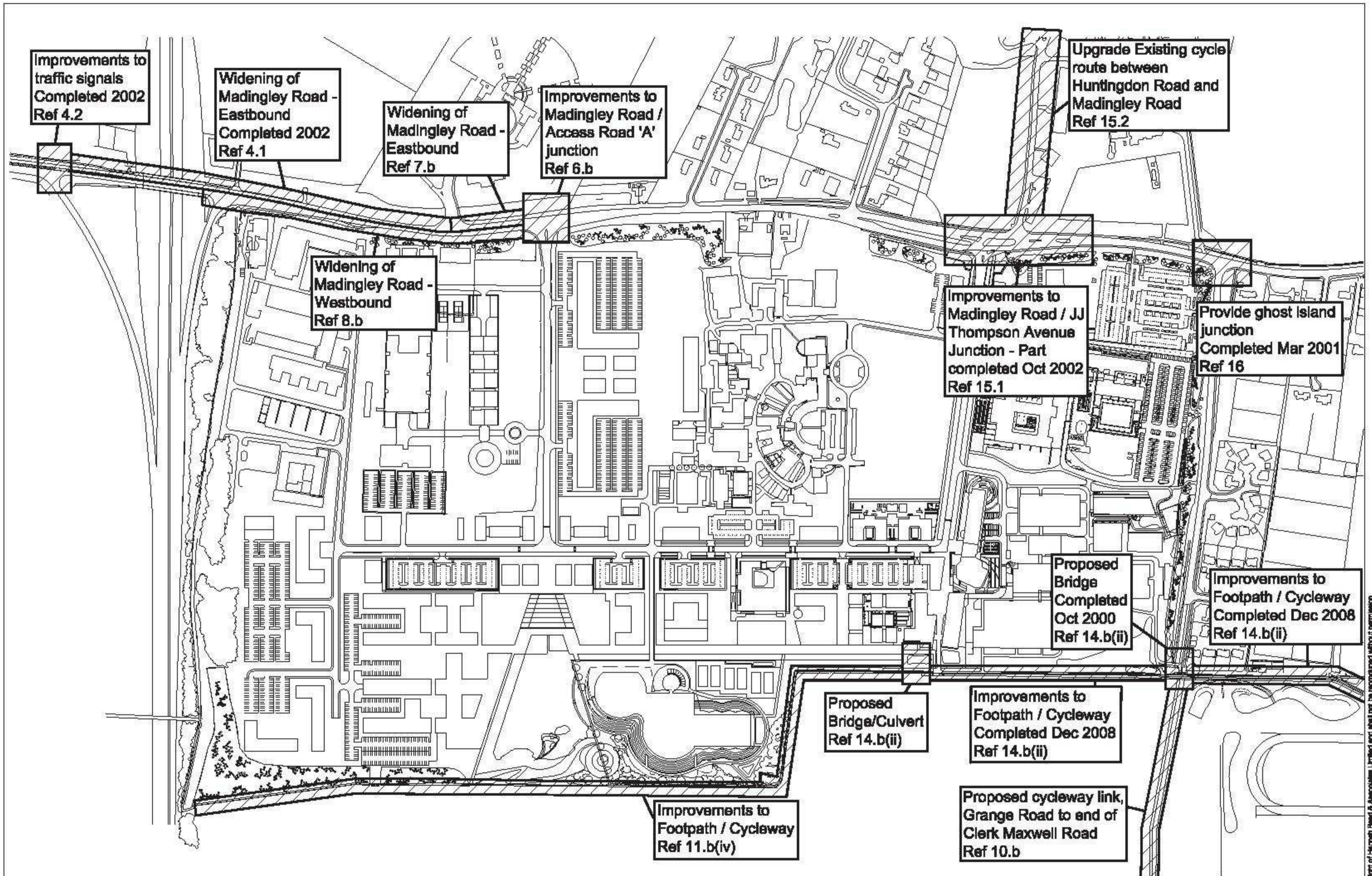


## **Appendix 2.2 – Extant Consent Section 106 Highway Works**

95044-M / 16 – Proposed S106 Works Sheet 1 of 2

95044-M / 17 – Proposed S106 Works Sheet 2 of 2





Improvements to traffic signals Completed 2002 Ref 4.2

Widening of Madingley Road - Eastbound Completed 2002 Ref 4.1

Widening of Madingley Road - Eastbound Ref 7.b

Improvements to Madingley Road / Access Road 'A' junction Ref 6.b

Upgrade Existing cycle route between Huntingdon Road and Madingley Road Ref 15.2

Widening of Madingley Road - Westbound Ref 8.b

Improvements to Madingley Road / JJ Thompson Avenue Junction - Part completed Oct 2002 Ref 15.1

Provide ghost island junction Completed Mar 2001 Ref 16

Proposed Bridge Completed Oct 2000 Ref 14.b(ii)

Improvements to Footpath / Cycleway Completed Dec 2008 Ref 14.b(ii)

Proposed Bridge/Culvert Ref 14.b(ii)

Improvements to Footpath / Cycleway Completed Dec 2008 Ref 14.b(ii)

Improvements to Footpath / Cycleway Ref 11.b(iv)

Proposed cycleway link, Grange Road to end of Clerk Maxwell Road Ref 10.b

Drawing Number  
95044-M/16

Rev  
2

Project  
West Cambridge Development

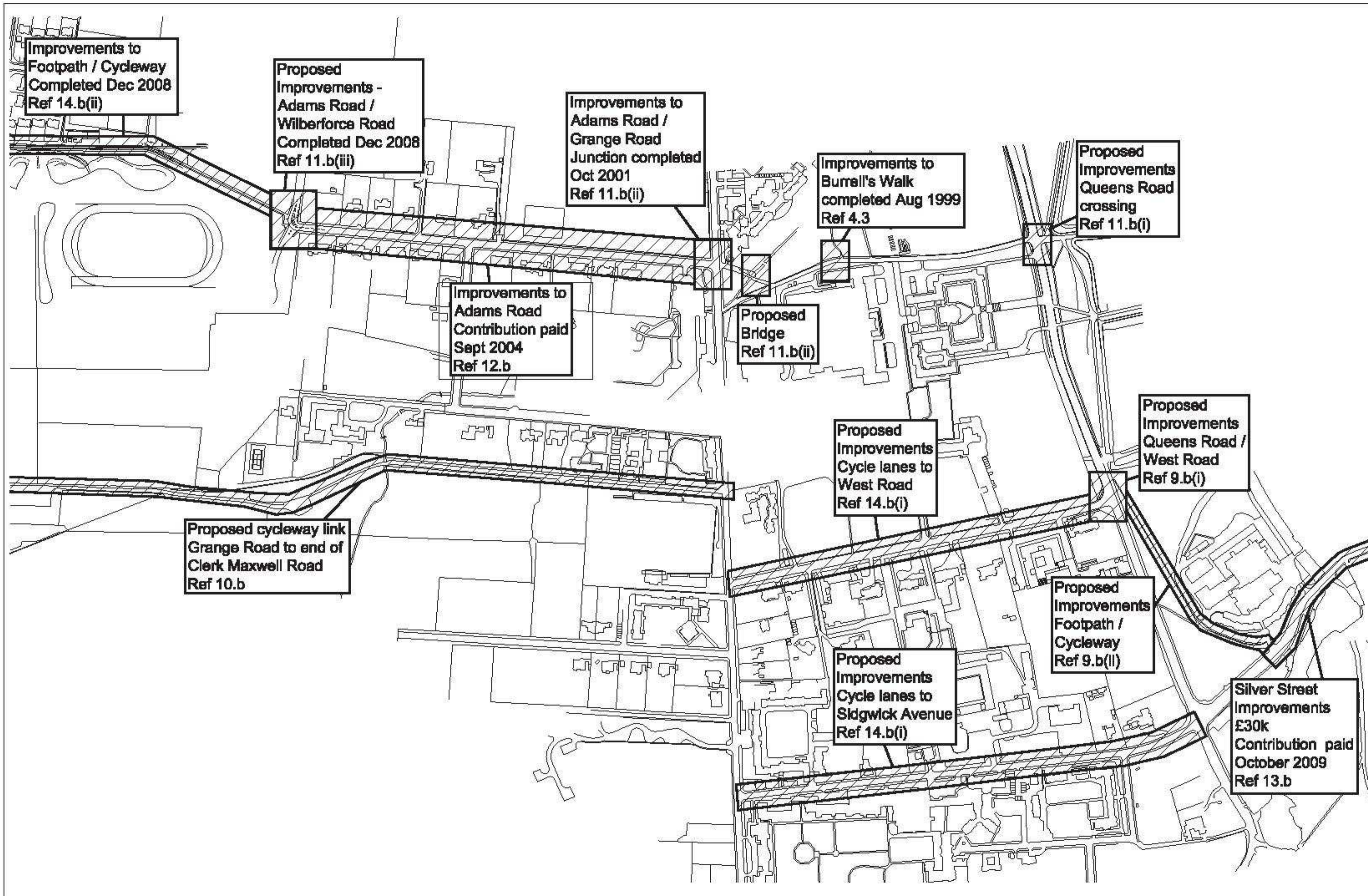
Title  
Proposed S108 Works Sheet 1 of 2

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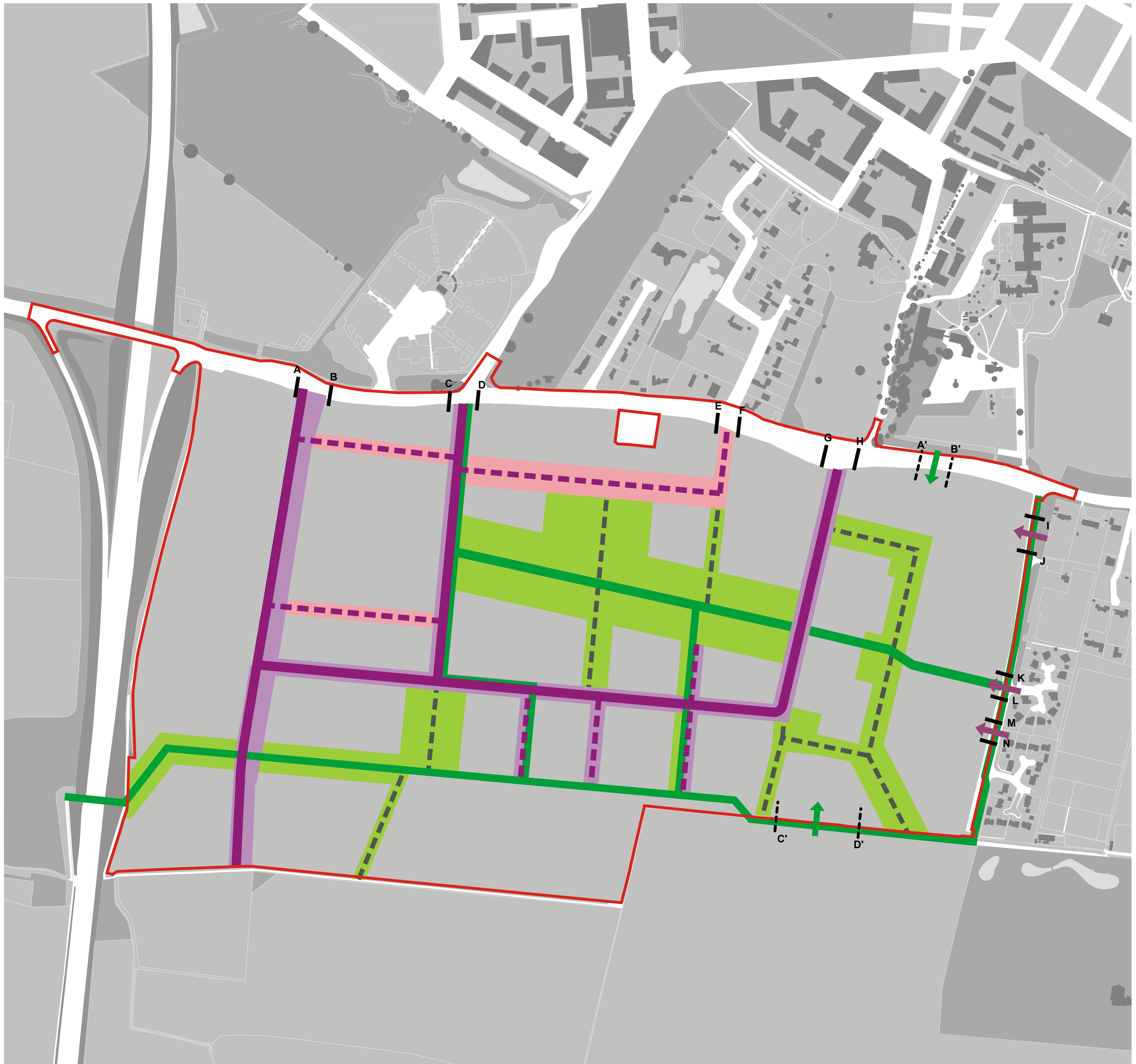
Drawing Number <b>95044-M/17</b>	Rev <b>2</b>	Project <b>West Cambridge Development</b>
		Title <b>Proposed S108 Works Sheet 2 of 2</b>

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## Appendix 2.3 - Access Parameter Plan



KEY

- Contextual Information:
- Primary street
  - Secondary street
  - Primary pedestrian/cycle route
  - Secondary pedestrian/cycle route

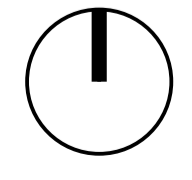
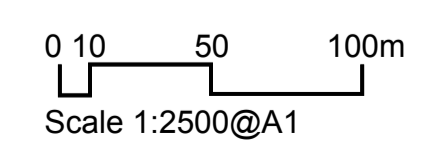
- For Approval:
- Application site boundary
  - Intervention zone for street
  - Flexible zone for street
  - Servicing and car parking access
  - Pedestrian and cycle access
  - Flexible zone for pedestrian and cycle
  - A'  B'
  - A  B
  - Zones of access points

All information other than that identified as being for approval is shown for contextual purposes only.

# West Cambridge

## WC/OPA/PAR/04 - Access and Movement Parameter Plan

June 2016



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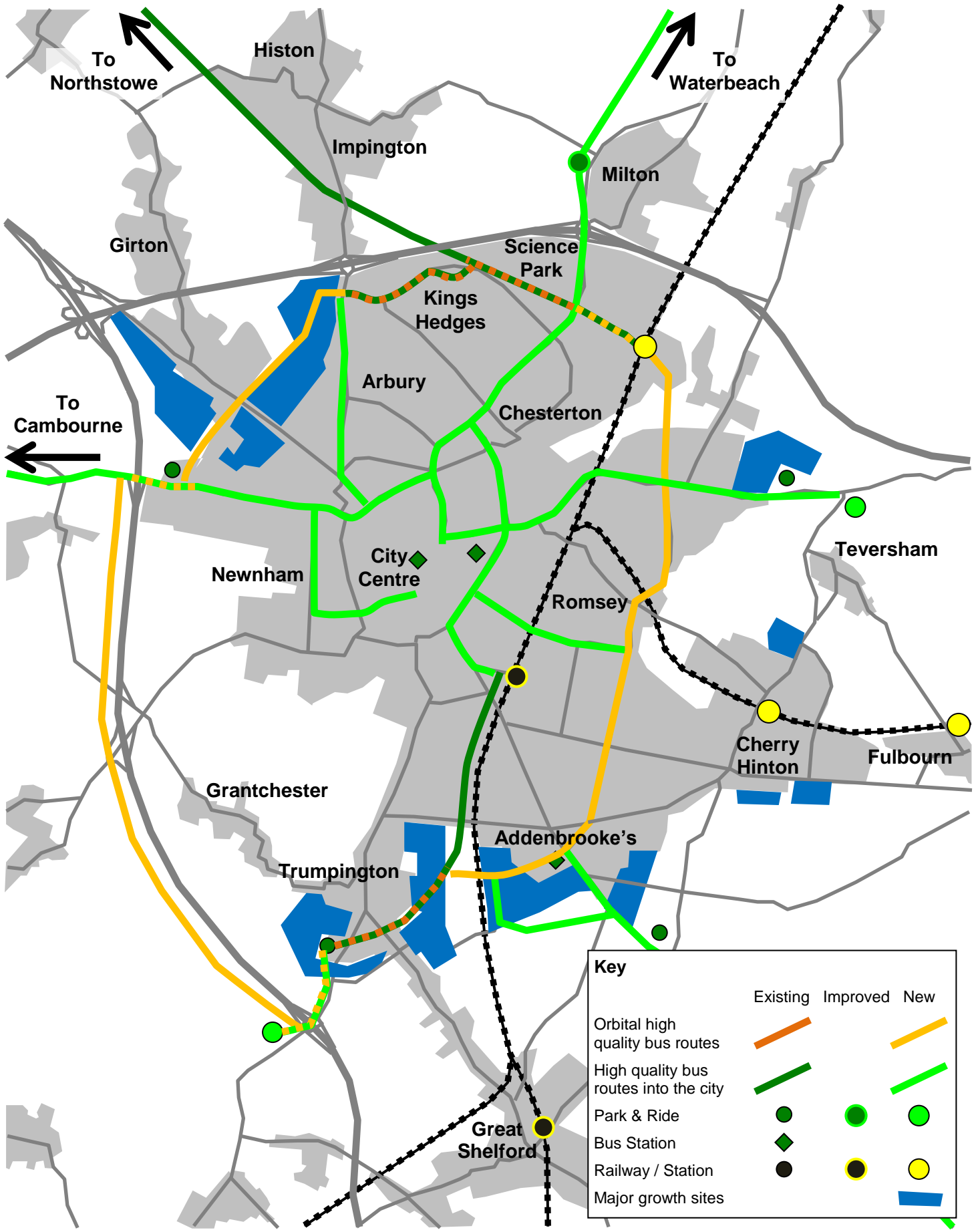
## Appendix 2.4 - Development status

Development	Local Planning Authority	Application Status	Growth 2011-2031	Growth 2011-2021	Development Trajectory																	Core Assumption Test				
					CCC AMR Dec 2015 / SCDC AMR Jan 2016 / ECDC Housing Supply Paper Feb 2015 / HDC AMR Dec 2015																					
					Built	2015-2016	2016-2017	2017-2018	2018-2019	2019-2020	2020-2021	2021-2022	2022-2023	2023-2024	2024-2025	2025-2026	2026-2027	2027-2028	2028-2029	2029-2030	2030-2031		Post 2031			
Clifton Road Industrial Estate	Cambridge City Council	No Application - New Allocation in Local Plan - Statement of Common Ground agreed	550	0											50	60	70	70	60	60	60	60	60		Hypothetical	
Clay Farm and Showground	Cambridge City Council	Consented (07/0620/OUT) + RMAs/Conditions - Applied for up to 2,300 (2,165 to be built)	2,165	1,485	680	163	431	599	303	14	15														Near certain	
North West Cambridge	Cambridge City Council	Consented (11/1114/OUT & S/2036/13/VC) + RMAs/Conditions - 3,000	1,850	1,435			520	225	230	255	205	215	160	40											Near certain	
North West Cambridge	South Cambridgeshire District Council	Consented (11/1114/OUT & S/2036/13/VC) + RMAs/Conditions - 3,000	1,155	665		20	70	195	105	90	185	150	250	90											Near certain	
NIAB Main/Darwin Green 1	Cambridge City Council	Consented (07/0003/OUT) + RMAs/Conditions - 1,593	1,593	800			100	200	250	250	250	250	250	43											Near certain	
NIAB Frontage	Cambridge City Council	Consented (07/1124/REM) - 187 - Remaining 34 units to be built in line with NIAB Main (2025/26)	187	153	153														34						Near certain	
Eastern Gateway, Soham	East Cambridgeshire District Council	No Application (in preparation - Concept Masterplan completed 2012 - Currently being updated with view to submission of an outline application) 600	600	360			60	80	80	80	60	60	60	60	60	60	60								Reasonably foreseeable	
North Ely, Ely	East Cambridgeshire District Council	Two Outline Consents (11/01077/ESO - 800), (13/00785/ESO - 1,200)	3,000	960		160	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200		More than likely
Cambridge East - Land at Coldham's Lane	Cambridge City Council	Consented (14/0028/OUT) - 57	57	57			10	30	17																Near certain	
Cambridge East - Land North of Cherry Hinton	Cambridge City Council	No Application - allocated in CCC Local Plan and Cambridge East AAP (CCC and SCDC are proposing modifications to replace existing allocations with a new larger allocation of 1,200 dwellings, resulting in these updated allocation figures)	780	540			53	180	153	154	100	100	40												Reasonably foreseeable	
Cambridge East - Land North of Cherry Hinton	South Cambridgeshire District Council	No Application - allocated in SCDC Local Plan and Cambridge East AAP (CCC and SCDC are proposing modifications to replace existing allocations with a new larger allocation of 1,200 dwellings, resulting in these updated allocation figures)	420	260			147	20	47	46	100	60													Reasonably foreseeable	
Cambridge East - North of Newmarket Road Lane between	South Cambridgeshire District Council	Application submitted for Outline Planning S/2682/13/OL (Awaiting Decision) Allocated in SCDC Local Plan and Cambridge East AAP	1,300	365			85	140	140	140	140	140	140	140	140	140	140	140	95						More than likely	
Cambridge East - North of Newmarket Road Lane between	South Cambridgeshire District Council	No Application - allocated in SCDC Site Specific Policies DPD and Local Plan	1,000	75						75	150	150	150	150	150	150	150	25							Hypothetical	
Trumpington Meadows (Cambridge Southern Fringe)	Cambridge City Council	Consented (08/0048/OUT & S/0054/08/O) - 1,200	558	236	322	129	9	36	25	0	37														Near certain	
Trumpington Meadows (Cambridge Southern Fringe)	South Cambridgeshire District Council	Consented (08/0048/OUT & S/0054/08/O) - 1,200	613	613		22	124	108	120	148	91														Near certain	
Cambourne	South Cambridgeshire District Council	Outline Consent for up to 950 dwellings (S/6438/07/O) Decision Date October 2011	499	499		175	175	149																	Near certain	
Northstowe (Total)	South Cambridgeshire District Council	Policy 10,000 - SCDC Local Plan and Northstowe AAP	3,445	945			32	163	250	250	250	250	250	250	250	250	250	250	250	250	250	250	250	250	6555	Reasonably foreseeable
Northstowe Phase 1	South Cambridgeshire District Council	Consented (S/0388/12/OL) + (S/0390/12) + RMAs/Conditions - 1,500	1,500	945			32	163	250	250	250	250	250	55											Near certain	
Northstowe Phase 2	South Cambridgeshire District Council	Consented (S/0390/12 - site wide masterplan), Resolved to Grant (S/2011/14/OL - outline) - 3,500	1,945	0									195	250	250	250	250	250	250	250	250	250	250	1555	More than likely	
Northstowe Phase 3 and later	South Cambridgeshire District Council	Consented Site Wide Masterplan (S/0390/12)	5,000	0																				5000	Reasonably foreseeable	
Waterbeach New Town	South Cambridgeshire District Council	Policy for 8,000 dwellings in Local Plan & Waterbeach AAP - No Application	2,050	0									100	200	250	250	250	250	250	250	250	250	250	5950	Hypothetical	
Bourn Airfield New Village	South Cambridgeshire District Council	Policy for 3,500 dwellings in Local Plan and Bourn Airfield AAP - No Application	1,360	0								60	100	150	150	150	150	150	150	150	150	150	150	2140	Hypothetical	
Cambourne West	South Cambridgeshire District Council	Application submitted for Outline Planning S/2903/14/OL (Awaiting Decision) for 2,350 dwellings (Council taken a more cautious approach to delivery)	1,200	350			70	130	150	150	150	150	150	150	150	100									More than likely	
Alconbury Weald	Huntingdonshire District Council	Outline Consent (12011580U1) for 5,000 dwellings + 1st RMA (15/01117/REM) for 128 units	3,485	925		125	200	200	200	200	200	200	200	200	200	200	300	300	320	320	320	320	320	1515	Near certain	
Eastern Expansion, St. Neots (Loves Farm East)	Huntingdonshire District Council	Application submitted for Outline Planning (1300388OUT) for 1,020 dwellings + 120 C2 units (equiv. 72 dwellings) - Awaiting Decision	1,092	551		50	95	185	221	221	115	115	65	25											More than likely	
Eastern Expansion, St. Neots (Wintringham Park)	Huntingdonshire District Council	Application submitted for Outline Planning (13001780U) for 2,800 dwellings - Awaiting Decision	2,570	290		55	55	180	220	230	230	230	230	230	230	230	230	230	230	230	230	220	230		More than likely	
Wyton Airfield & Wyton on the Hill	Huntingdonshire District Council	Draft Local Plan Allocation for 4,560 dwellings - No Application	2,540	0							233	289	300	300	300	360	300	300	300	300	300	300	300	1278	Hypothetical	
Bearscoft Farm	Huntingdonshire District Council	Outline Consent (12006850U1) for 753 dwellings + Approval of 1st RMA (15/01158/REM) for 223 dwellings	753	500		60	110	110	110	110	110	110	33												Near certain	
<b>Total</b>			<b>43,267</b>	<b>13,009</b>	<b>1,155</b>	<b>509</b>	<b>1,798</b>	<b>2,548</b>	<b>2,608</b>	<b>2,574</b>	<b>2,819</b>	<b>3,059</b>	<b>3,214</b>	<b>2,908</b>	<b>2,508</b>	<b>2,399</b>	<b>2,440</b>	<b>2,110</b>	<b>2,010</b>	<b>2,010</b>	<b>2,000</b>	<b>2,000</b>	<b>24,223</b>			

Development	Local Planning Authority	Application Status	Growth 2011-2031	Core Assumption Test
<b>Wider City Centre</b>	Cambridge City Council	Various	10,785	Hypothetical
<b>Addenbrooke's (Cambridge Biomedical Campus)</b>	Cambridge City Council	Outline Consent (06/0796/OUT) + RMAs	5,210	Near certain
<b>Northstowe Phase 1</b>	South Cambridgeshire District Council	Outline Consent (S/0388/12/OL) + (S/0390/12) + RMAs	5,817	Near certain
<b>Cambourne (West)</b>	South Cambridgeshire District Council	Outline Consent (S/2903/14/OL)	2,304	More than likely
<b>Granta Park</b>	South Cambridgeshire District Council	Outline Consent for Phase 2 (S/1110/15/OL)	2,592	More than likely
<b>Hinxton Hall</b>	South Cambridgeshire District Council	No Application - Policy Employment Allocation	831	Reasonably foreseeable
<b>Babraham</b>	South Cambridgeshire District Council	Outline Consent (S/2016/11) + RMAs	831	More than likely
<b>Landbeach</b>	South Cambridgeshire District Council	No Application	1,473	Hypothetical
<b>West Cambridge and North West Cambridge</b>	Cambridge City Council	North West Consented (11/1114/OUT & S/2036/13/VC) + RMAs	3,873	Near certain
<b>West Cambridge and North West Cambridge</b>	South Cambridgeshire District Council	North West Consented (11/1114/OUT & S/2036/13/VC) + RMAs	2,234	Near certain
<b>Northern Fringe</b>	Cambridge City Council	No Application - CCC Local Plan and Cambridge Northern Fringe East AAP ( <i>Catalyst for development will be new railway station Dec 2016</i> )	2,411	Reasonably foreseeable
<b>Northern Fringe</b>	South Cambridgeshire District Council	No Application - SCDC Local Plan and Cambridge Northern Fringe East AAP ( <i>Catalyst for development will be new railway station Dec 2016</i> )	1,136	Reasonably foreseeable
<b>ARM/Capital Park</b>	Cambridge City Council	No Application - Surrounding park developed	396	Reasonably foreseeable
<b>Others</b>	South Cambridgeshire District Council	Various	1,767	Hypothetical
<b>Waterbeach New Town</b>	South Cambridgeshire District Council	Policy for employment use - Local Plans and Waterbeach New Town AAP - No Application	1,367	Hypothetical
<b>Bourn Airfield</b>	South Cambridgeshire District Council	Policy for employment use - Local Plans and Bourn Airfield AAP - No Application	2,153	Hypothetical
<b>Total</b>			<b>45,180</b>	

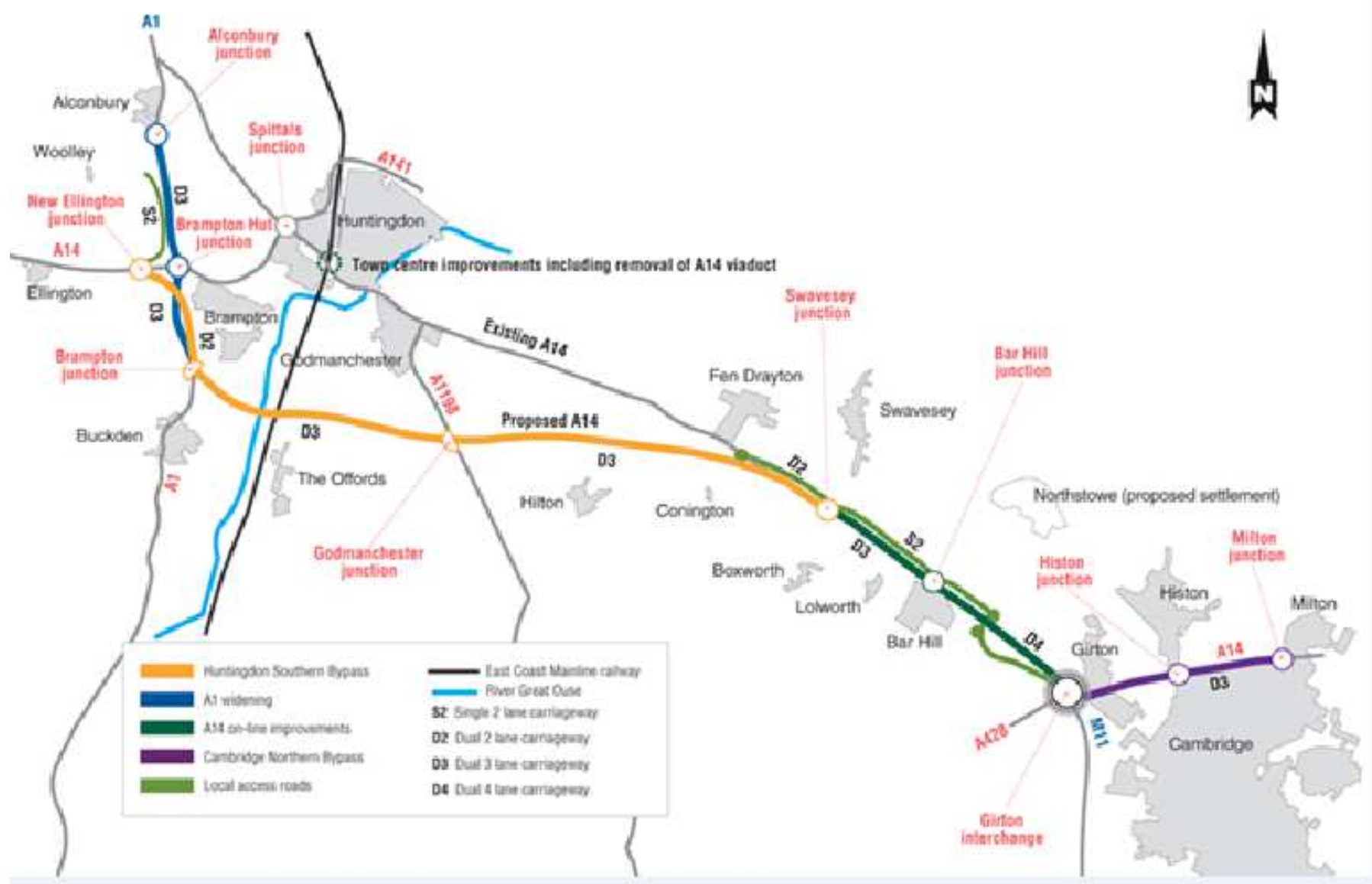
## Appendix 2.5 - City Deal Transport Proposals Plan





## Appendix 2.6 - A14 Huntingdon – Cambridge Scheme plans



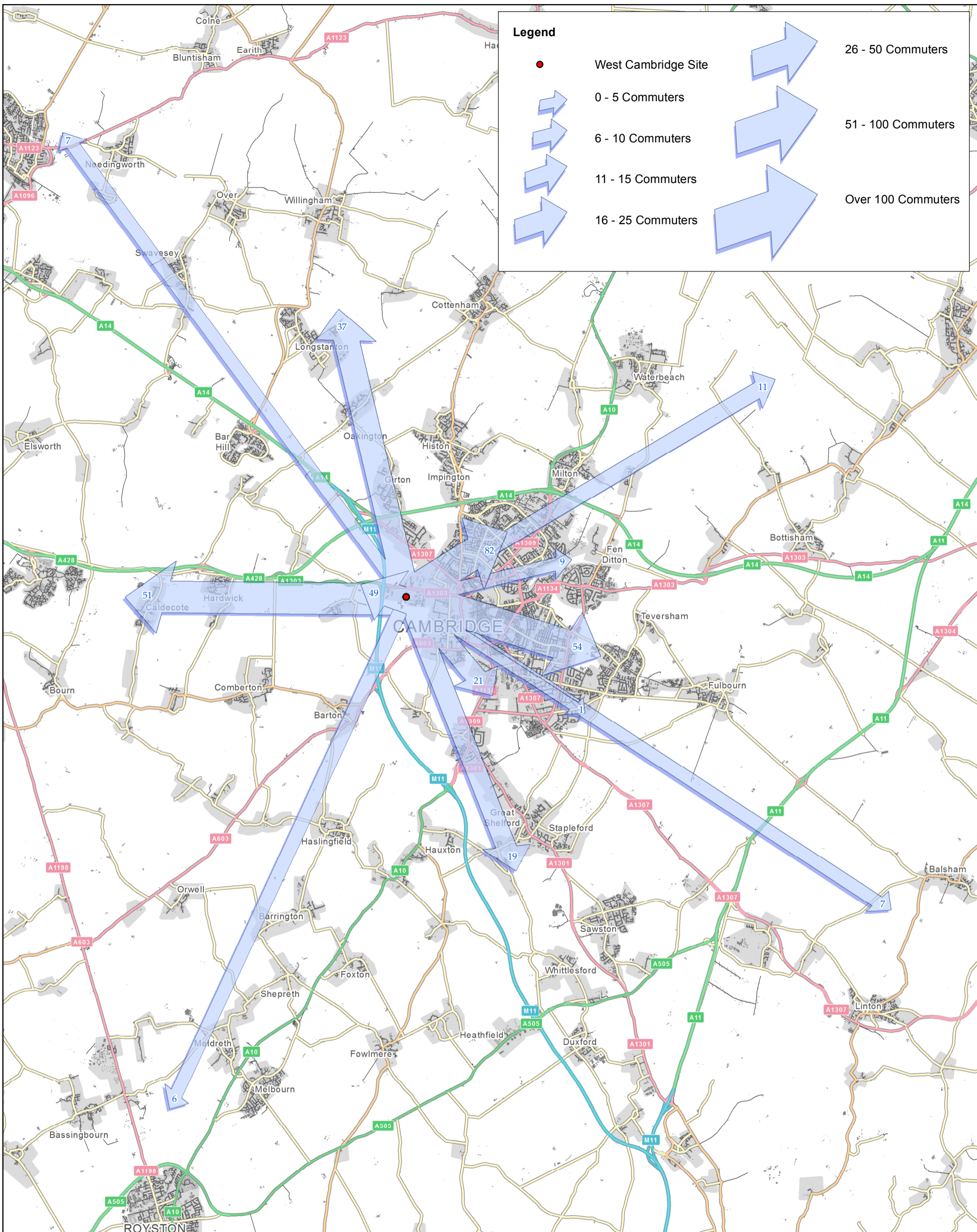


## Appendix 3.1 - CCC Madingley Road Cyclepath Enhancements



## 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



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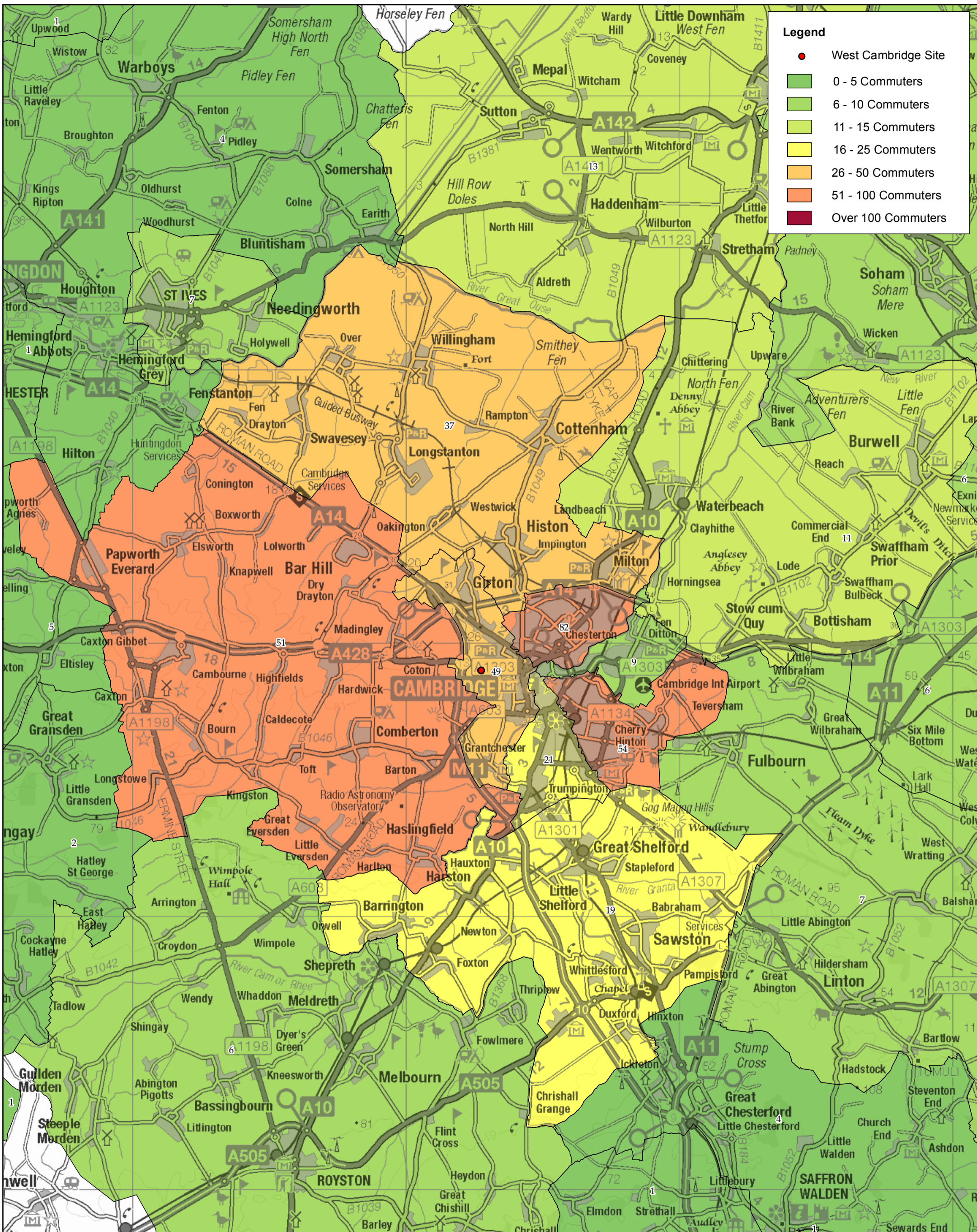
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**West Cambridge Travel Flows**  
 All Staff who regularly visit the  
 West Cambridge Site

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





**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

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0 2.5 5 Km

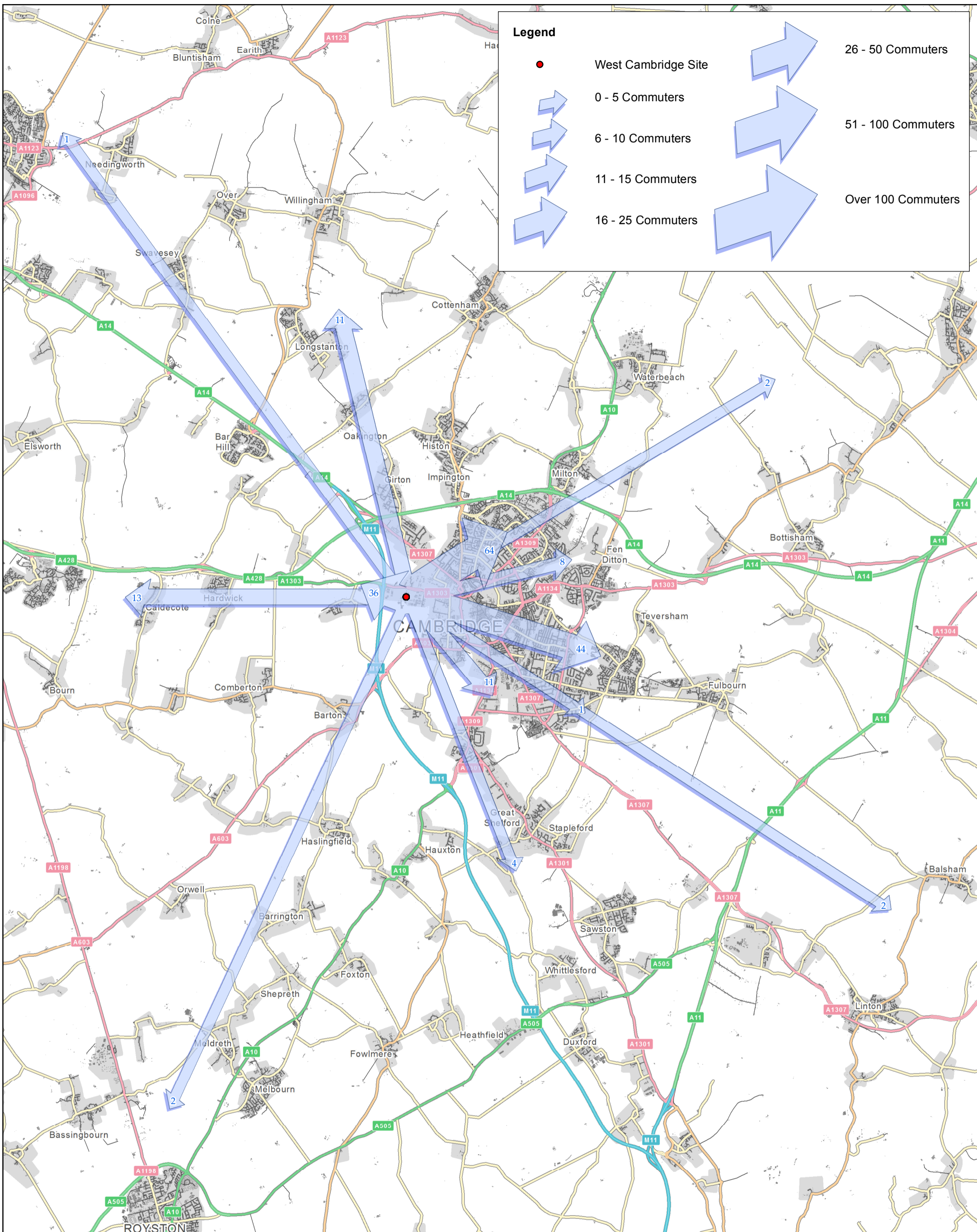
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**West Cambridge Travel Flows**  
 All Staff who regularly visit the  
 West Cambridge Site  
 by postcode district

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Drawn By	DRL
Checked By	CL
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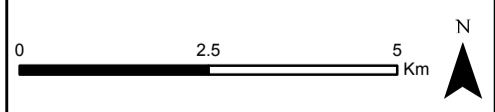


**Legend**

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



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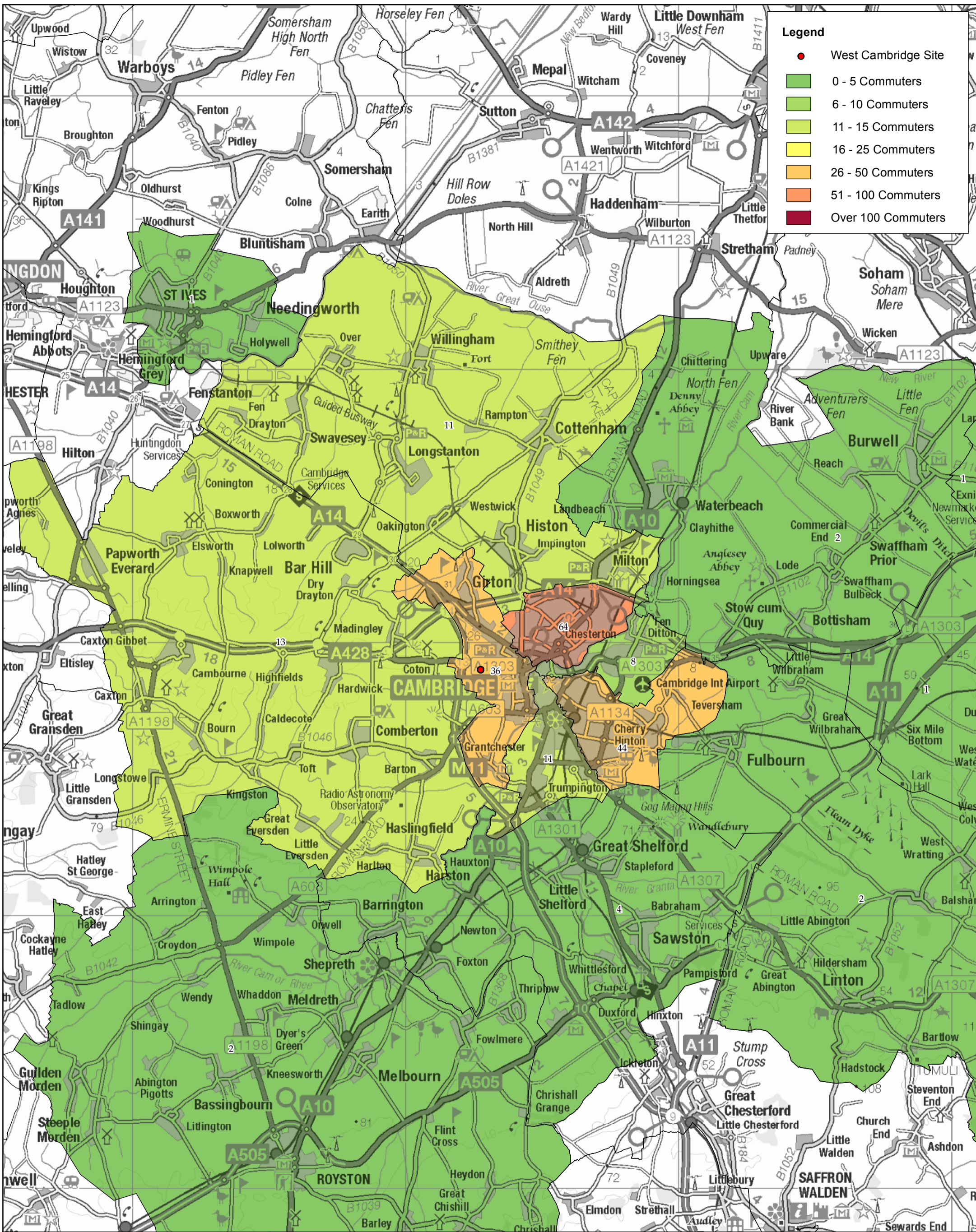
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**West Cambridge Travel Flows**  
 Staff who cycle to the  
 West Cambridge Site

Date	01/07/2015
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Drawn By	DRL
Checked By	CL
Revision Number	01
Figure Number	<b>Figure 01</b>





**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

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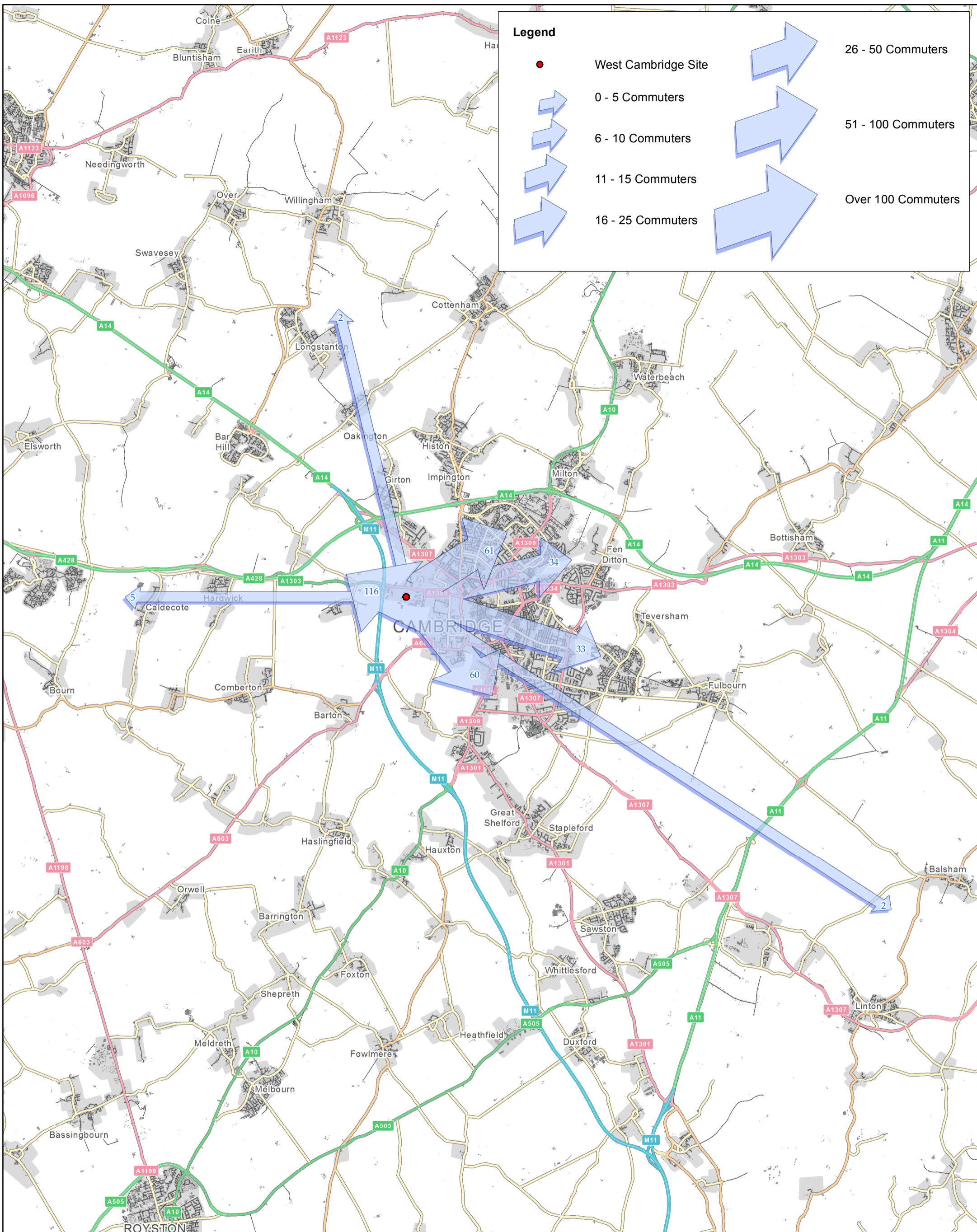
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**West Cambridge Travel Flows**  
Staff who cycle to the West Cambridge Site by postcode district

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Scale	1:125,000 @ A3
Drawn By	DRL
Checked By	CL
Revision Number	01
Figure Number	<b>Figure 05</b>





**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

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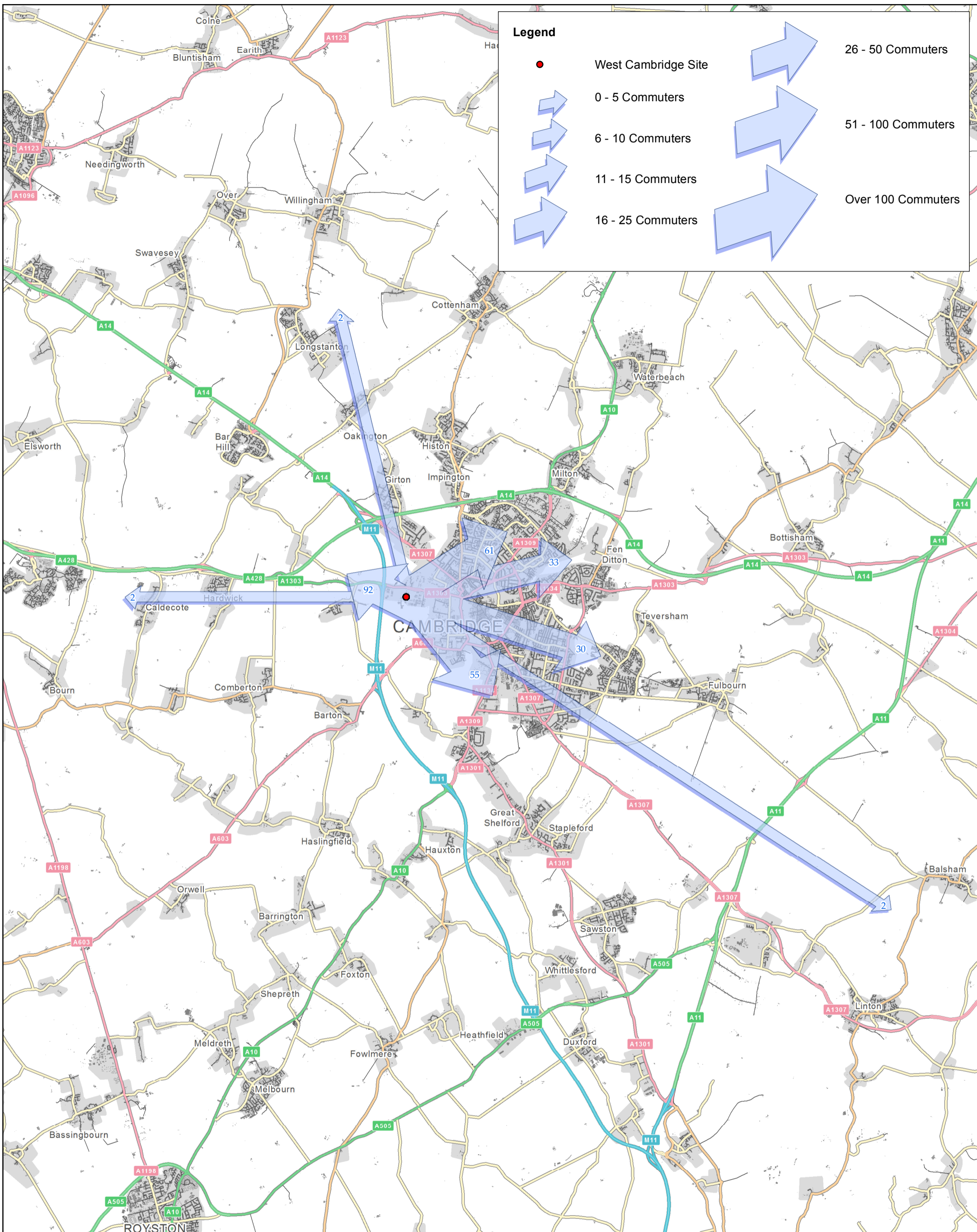
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**West Cambridge Travel Flows**  
 All Students who regularly visit the  
 West Cambridge Site

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





**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

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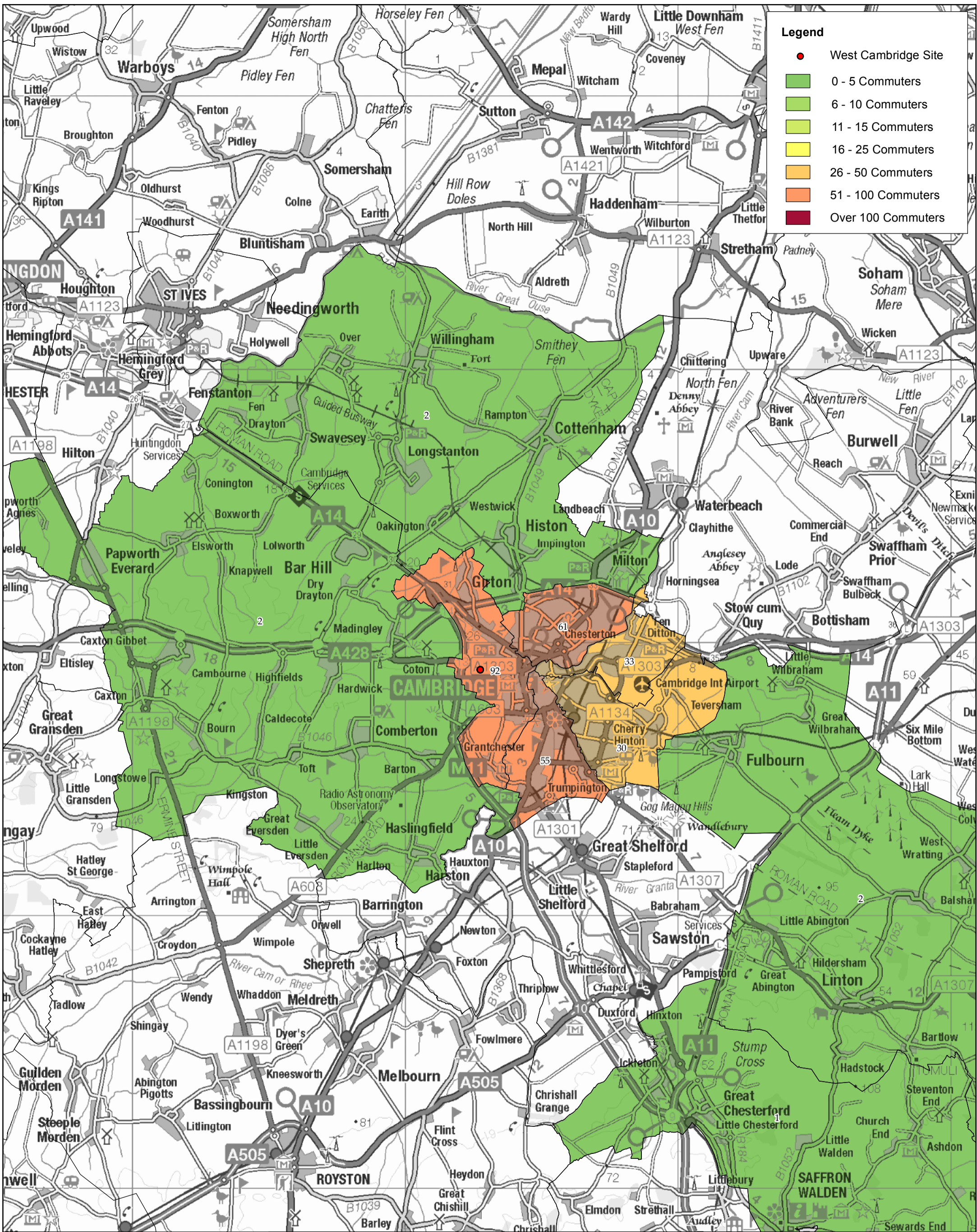
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**West Cambridge Travel Flows**  
Students who cycle to the  
West Cambridge Site

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





**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

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0 2.5 5 Km

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**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	<b>Figure 06</b>



## Appendix 3.3 - Ward Plan and Supporting Census data

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

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

<b>Method of travel to work (2001 specification)</b>	<b>msoa2011:Cambridge 007</b>	<b>msoa2011:Cambridge 005</b>	<b>gor:East</b>
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

Leaflet | Map data © OpenStreetMap contributors, CC-BY-SA, Nomis

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!***



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## 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](http://www.tfw.org.uk/servicesSurvey.php)).

## The 2015 survey

We asked commuters about their journeys to work from Saturday 10<sup>th</sup> October to Friday 16<sup>th</sup> 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](http://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](mailto:info@tfw.org.uk)



## Modal Split Results 2015 (5 days – Monday 12<sup>th</sup> October to Friday 16<sup>h</sup> 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\\_TPPlus%20High%20Level%20Report.pdf](http://www.tfw.org.uk/Survey%202015/Overall%20TfC_TPPlus%20High%20Level%20Report.pdf)).

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

<b>Mode</b>	<b>2003</b>	<b>2004</b>	<b>2005</b>	<b>2006</b>	<b>2007</b>	<b>2008</b>	<b>2009</b>	<b>2010</b>	<b>2011</b>	<b>2012</b>	<b>2013</b>	<b>2014</b>	<b>2015</b>	<b>All TfC &amp; TP+ Employers 2015</b>
<b>Bicycle</b>	39.14%	37.55%	38.09%	41.94%	39.32%	39.97%	39.09%	40.30%	41.12%	40.88%	39.61%	41.91%	<b>42.16%</b>	<b>25.19%</b>
<b>Car Share</b>	9.34%	10.38%	8.62%	7.61%	6.70%	7.73%	7.22%	8.13%	7.87%	7.04%	6.77%	7.67%	<b>8.03%</b>	<b>10.14%</b>
<b>Drive (alone)</b>	29.02%	27.22%	25.04%	23.34%	24.15%	22.12%	22.40%	23.19%	23.69%	24.23%	25.85%	24.29%	<b>24.95%</b>	<b>40.46%</b>
<b>Home working</b>	n/a	0.97%	1.37%	1.29%	1.54%	1.85%	1.66%	1.03%	1.12%	1.36%	1.71%	0.90%	<b>1.66%</b>	<b>1.90%</b>
<b>Motorbike</b>	1.62%	1.29%	2.18%	1.21%	1.47%	1.90%	1.33%	1.03%	1.00%	1.08%	0.92%	0.83%	<b>1.06%</b>	<b>0.89%</b>
<b>Other</b>	n/a	0.50%	1.78%	0.37%	0.56%	0.32%	2.04%	0.15%	0.04%	0.05%	-	-	-	-
<b>Other Workplace</b>	n/a	1.37%	1.39%	1.11%	1.30%	1.64%	1.45%	1.32%	1.80%	1.51%	1.60%	0.39%	-	-
<b>Public Bus</b>	6.22%	8.01%	7.08%	9.97%	10.38%	8.71%	9.20%	8.76%	8.53%	8.10%	8.00%	8.05%	<b>6.09%</b>	<b>6.54%</b>
<b>Staff Bus/Uni 4</b>	0.06%	0.24%	0.18%	0.11%	0.07%	0.08%	0.01%	0.09%	0.03%	0.00%	0.12%	0.01%	<b>0.54%</b>	<b>1.51%</b>
<b>Train</b>	3.86%	3.80%	4.48%	4.47%	5.26%	5.57%	4.98%	6.56%	5.76%	6.06%	5.59%	5.77%	<b>5.86%</b>	<b>6.50%</b>
<b>Walk</b>	8.84%	8.66%	9.60%	8.75%	9.26%	10.11%	10.61%	9.43%	9.04%	9.70%	9.83%	10.18%	<b>9.65%</b>	<b>6.87%</b>
<b>Number of one way trips</b>	8,723	8,911	4,957	6,216	5,705	7,693	8,478	6,904	7,997	10,986	13104	9684	<b>13,173</b>	<b>11,821</b>
<b>Participation</b>	-			-	-	18%	20%	16%	18%	24%	29%	21%	<b>24%</b>	<b>26%</b>

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><b>NO OF STAFF /RESPONDENTS /PARTICIPATION:</b></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><b>POSITIVE AREAS:</b></p>	<ul style="list-style-type: none"> <li>• Car Share has risen by just over 1% from last year.</li> <li>• Cycling is at an all-time high of over 42%.</li> <li>• Drive alone figures have reduced by 1% from 2014.</li> </ul>
<p><b>IMPROVEMENT AREAS &amp; SUGGESTIONS:</b></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><b>Bicycle</b> 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"> <li>• <b>Free Bicycle Training</b> and <b>Bicycle Maintenance Training</b> for staff available as part of your travel plan initiatives <a href="http://www.TfW.org.uk/Discounts.php#OutspokenDiscount">www.TfW.org.uk/Discounts.php#OutspokenDiscount</a></li> <li>• <b>Bicycle User Group (BUG)</b> - 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 is of interest.</li> </ul> <p>Also consider:</p> <ul style="list-style-type: none"> <li>• Encouraging people to use the <b>TfC Bike Discounts</b>. See <a href="http://www.TfW.org.uk/Discounts.php#CycleShops">www.TfW.org.uk/Discounts.php#CycleShops</a> for a listing of cycle shops that offer discounts and for a downloadable poster</li> <li>• Running a <b>Cycling Breakfast Promotion</b> or similar events by applying for a <b>Workplace Event Grant</b> in 2015-16 for events before 1<sup>st</sup> March 2016. More information available on our website at <a href="http://www.TfW.org.uk/services.php#eventgrant">www.TfW.org.uk/services.php#eventgrant</a>.</li> <li>• Promote your existing facilities e.g. showers and lockers, if available.</li> <li>• Promote the <b>cycle journey planner</b> to staff, see <a href="http://www.cyclestreets.net/">www.cyclestreets.net/</a></li> <li>• Use <a href="http://www.camshare.co.uk">www.camshare.co.uk</a> to help people find a cycle buddy for <b>free</b>.</li> <li>• Consider setting up a <b>cyclist's kit</b> 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.</li> <li>• For all general maintenance problems such as potholes, gritting</li> </ul>

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](http://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](http://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](http://www.TfW.org.uk/services.php#eventgrant).
- Use the **car share calculator** available on [www.camshare.co.uk](http://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](http://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](http://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/](http://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"> <li>• TfC has 10% discounts on season tickets, with both Great Northern Rail and Greater Anglia. If interested, please visit <a href="http://www.TfW.org.uk/Discounts.php#TrainDiscount">http://www.TfW.org.uk/Discounts.php#TrainDiscount</a>.</li> <li>• Carnet tickets, where 10 tickets can be purchased for the price of 9, are also available from both Great Northern Rail and <a href="#">Greater Anglia</a>.</li> <li>• It is possible to buy tickets with a <b>PLUS bus</b> element so that it is not necessary to buy additional bus tickets. See: <a href="http://www.plusbus.info">www.plusbus.info</a></li> <li>• Staff can <b>work whilst travelling on the train</b>.</li> </ul> <p><b>Walking</b> Walking continues to remain above the average for all TfC employers.</p> <p>There are a number of ways to promote walking such as the walking route planner <a href="http://www.walkit.com">www.walkit.com</a>, and by holding workplace led walks during the lunch hour.</p> <p><b>Home Working</b> 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><b>Journey</b> The shortest journey recorded is 0.1 miles by walking c. The longest journey was travelled by train at 250miles.</p> <p><b>Travel Information Board</b> 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 <a href="http://www.TfW.org.uk/links.php#Howtofindus">www.TfW.org.uk/links.php#Howtofindus</a>, which, includes information on creating a bespoke Transport Direct link for your workplace.</p> <p><b>Event Organisation</b> 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 <b>Event Grant</b> <a href="http://www.TfW.org.uk/services.php#eventgrant">http://www.TfW.org.uk/services.php#eventgrant</a>.</p>
<p><b>COMMUTER COMMENTS</b></p>	<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>
<p><b>SURVEY RESULTS DISTRIBUTED:</b> - Internally (Newsletter, etc) Externally (E.g. Press &amp; PR)</p>	<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>
<p><b>STAFF AWARENESS OF Travel initiatives:</b></p>	<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>
<p><b>NEXT STEPS SUGGESTIONS:</b></p>	<p><b>Further improvements could be achieved by</b></p> <ul style="list-style-type: none"> <li>• Circulate to your staff the <b>Commuter Section</b> of our bimonthly TfC newsletter, for latest travel initiatives promotional ideas and <b>CamShare prize draws</b>.</li> <li>• Promoting the <b>free</b> online matching service <a href="http://www.camshare.co.uk">www.camshare.co.uk</a></li> <li>• Consider promoting TfC <b>10% train season ticket discounts</b></li> <li>• Updating and promoting your <b>travel plan</b>. 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.</li> </ul>

## 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%	
<b>Does my employer have a travel plan?</b>	Yes	681	27.08%
	No	135	5.37%
	Don't know	1705	67.79%
<b>Do you know who to contact for information on travel issues?</b>	Yes	901	35.83%
	No	1620	64.41%
<b>Did you travel on the A14 just north of the M11?</b>	Yes	224	8.91%
	No	2297	91.33%
<b>Do you wish to receive travel information from the University</b>	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

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



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

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

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	
<b>Number of respondents</b>	72	
<b>Modal split Monday - Friday</b>	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%
	<b>Modal split Saturday - Sunday</b>	Walk
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	
<b>Number of respondents</b>	30	
<b>Modal split Monday - Friday</b>	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%
	<b>Modal split Saturday - Sunday</b>	Walk
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%

<b>Site name</b>	Applied Mathematics and Theoretical Physics	
<b>Number of respondents</b>	58	
<b>Modal split Monday - Friday</b>	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%
	Park & Ride	0.00%
	Uni 4 Bus	0.00%
<b>Modal split Saturday - Sunday</b>	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%

<b>Site name</b>	Archaeology and Anthropology Department	
<b>Number of respondents</b>	23	
<b>Modal split Monday - Friday</b>	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%
<b>Modal split Saturday - Sunday</b>	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%

<b>Site name</b>	Asian and Middle Eastern Studies	
<b>Number of respondents</b>	14	
<b>Modal split Monday - Friday</b>	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%
	Park & Ride	0.00%
	Uni 4 Bus	0.00%
	<b>Modal split Saturday - Sunday</b>	Walk
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%

<b>Site name</b>	Biochemistry	
<b>Number of respondents</b>	16	
<b>Modal split Monday - Friday</b>	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%
	<b>Modal split Saturday - Sunday</b>	Walk
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	
<b>Number of respondents</b>	19	
<b>Modal split Monday - Friday</b>	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%
	<b>Modal split Saturday - Sunday</b>	Walk
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%

	Uni 4 Bus	0.00%
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<b>Site name</b>	Cambridge Admissions Office	
<b>Number of respondents</b>	18	
<b>Modal split Monday - Friday</b>	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%
	<b>Modal split Saturday - Sunday</b>	Walk
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%

<b>Site name</b>	Cambridge Archaeology Unit	
<b>Number of respondents</b>	11	
<b>Modal split Monday - Friday</b>	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%
<b>Modal split Saturday - Sunday</b>	Walk	0.00%
	Public bus	0.00%
	Drive on your own	33.33%
	Cycle	50.00%

	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%

<b>Site name</b>	Cambridge Enterprise	
<b>Number of respondents</b>	34	
<b>Modal split Monday - Friday</b>	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%
	Park & Ride	0.00%
	Uni 4 Bus	0.67%
<b>Modal split Saturday - Sunday</b>	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%

<b>Site name</b>	Cambridge Institute for Medical Research	
<b>Number of respondents</b>	35	
<b>Modal split Monday - Friday</b>	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%
<b>Modal split Saturday - Sunday</b>	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%

<b>Site name</b>	CRASSH	
<b>Number of respondents</b>	16	
<b>Modal split Monday - Friday</b>	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%
	<b>Modal split Saturday - Sunday</b>	Walk
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%

<b>Site name</b>	CRUK Cambridge Institute	
<b>Number of respondents</b>	85	
<b>Modal split Monday - Friday</b>	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%
	<b>Modal split Saturday - Sunday</b>	Walk
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%

<b>Site name</b>	Central Bio-medical Services (Individual Contact)	
<b>Number of respondents</b>	24	
<b>Modal split Monday - Friday</b>	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%
	<b>Modal split Saturday - Sunday</b>	Walk
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%

<b>Site name</b>	Central Offices	
<b>Number of respondents</b>	12	
<b>Modal split Monday - Friday</b>	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%
	<b>Modal split Saturday - Sunday</b>	Walk
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%

<b>Site name</b>	Centre for Mathematical Sciences	
<b>Number of respondents</b>	28	
<b>Modal split Monday - Friday</b>	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%
	<b>Modal split Saturday - Sunday</b>	Walk
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%

<b>Site name</b>	Chemical Engineering and Biotechnology	
<b>Number of respondents</b>	44	
<b>Modal split Monday - Friday</b>	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%
	<b>Modal split Saturday - Sunday</b>	Walk
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%

<b>Site name</b>	Chemistry	
<b>Number of respondents</b>	103	
<b>Modal split Monday - Friday</b>	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%
<b>Modal split Saturday - Sunday</b>	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%

<b>Site name</b>	Classics	
<b>Number of respondents</b>	12	
<b>Modal split Monday - Friday</b>	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%
	<b>Modal split Saturday - Sunday</b>	Walk
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%

<b>Site name</b>	Clinical Medicine (Individual Contacts)	
<b>Number of respondents</b>	63	
<b>Modal split Monday - Friday</b>	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%
<b>Modal split Saturday - Sunday</b>	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%

<b>Site name</b>	Clinical School	
<b>Number of respondents</b>	43	
<b>Modal split Monday - Friday</b>	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%
<b>Modal split Saturday - Sunday</b>	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%

<b>Site name</b>	Computer Laboratory	
<b>Number of respondents</b>	59	
<b>Modal split Monday - Friday</b>	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%
	<b>Modal split Saturday - Sunday</b>	Walk
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%

<b>Site name</b>	Continuing Education	
<b>Number of respondents</b>	23	
<b>Modal split Monday - Friday</b>	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%
	<b>Modal split Saturday - Sunday</b>	Walk
Public bus		0.00%



	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%

<b>Site name</b>	Counselling Service	
<b>Number of respondents</b>	15	
<b>Modal split Monday - Friday</b>	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%
	<b>Modal split Saturday - Sunday</b>	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%

<b>Site name</b>	CRASSH	
<b>Number of respondents</b>	16	
<b>Modal split Monday - Friday</b>	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%
<b>Modal split Saturday - Sunday</b>	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%

<b>Site name</b>	CRUK Cambridge Institute	
<b>Number of respondents</b>	85	
<b>Modal split Monday - Friday</b>	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%
	<b>Modal split Saturday - Sunday</b>	Walk
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%

<b>Site name</b>	Department of Politics and International Studies
<b>Number of respondents</b>	15

<b>Modal split Monday - Friday</b>	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%
	<b>Modal split Saturday - Sunday</b>	Walk
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%

<b>Site name</b>	Department of Public Health and Primary Care	
<b>Number of respondents</b>	18	
<b>Modal split Monday - Friday</b>	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%
	<b>Modal split Saturday - Sunday</b>	Walk
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%

<b>Site name</b>	Divinity	
<b>Number of respondents</b>	11	
<b>Modal split Monday - Friday</b>	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%
<b>Modal split Saturday - Sunday</b>	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%

<b>Site name</b>	Economics	
<b>Number of respondents</b>	14	
<b>Modal split Monday - Friday</b>	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%
<b>Modal split Saturday -</b>	Walk	33.33%



<b>Sunday</b>	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%

<b>Site name</b>	Education Section (Individual Contact)	
<b>Number of respondents</b>	19	
<b>Modal split Monday - Friday</b>	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%
	<b>Modal split Saturday - Sunday</b>	Walk
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%

<b>Site name</b>	Estate Management	
<b>Number of respondents</b>	122	
<b>Modal split Monday - Friday</b>	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%
<b>Modal split Saturday - Sunday</b>	Walk	3.03%
	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	
<b>Number of respondents</b>	43	
<b>Modal split Monday - Friday</b>	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%
<b>Modal split Saturday - Sunday</b>	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	
<b>Number of respondents</b>	59	
<b>Modal split Monday - Friday</b>	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%
	<b>Modal split Saturday - Sunday</b>	Walk
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	
<b>Number of respondents</b>	36	
<b>Modal split Monday - Friday</b>	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%
	<b>Modal split Saturday - Sunday</b>	Walk
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%

<b>Site name</b>	<b>Genetics</b>	
<b>Number of respondents</b>	56	
<b>Modal split Monday - Friday</b>	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%
<b>Modal split Saturday - Sunday</b>	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%

<b>Site name</b>	<b>Geography</b>	
<b>Number of respondents</b>	28	
<b>Modal split Monday - Friday</b>	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%



<b>Modal split Saturday - Sunday</b>	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%

<b>Site name</b>	Gurdon Institute	
<b>Number of respondents</b>	40	
<b>Modal split Monday - Friday</b>	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%
<b>Modal split Saturday - Sunday</b>	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%

<b>Site name</b>	History and Philosophy of Science	
<b>Number of respondents</b>	14	
<b>Modal split Monday - Friday</b>	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%
<b>Modal split Saturday - Sunday</b>	Walk	12.50%
	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%

<b>Site name</b>	Institute of Medical Research (Individual Contact) P&C	
<b>Number of respondents</b>	17	
<b>Modal split Monday - Friday</b>	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%
<b>Modal split Saturday - Sunday</b>	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	
<b>Number of respondents</b>	47	
<b>Modal split Monday - Friday</b>	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%
	<b>Modal split Saturday - Sunday</b>	Walk
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	
<b>Number of respondents</b>	17	
<b>Modal split Monday - Friday</b>	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%
	<b>Modal split Saturday - Sunday</b>	Walk
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%

<b>Site name</b>	Land Economy	
<b>Number of respondents</b>	19	
<b>Modal split Monday - Friday</b>	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%
<b>Modal split Saturday - Sunday</b>	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%

<b>Site name</b>	Law	
<b>Number of respondents</b>	26	
<b>Modal split Monday - Friday</b>	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%



<b>Modal split Saturday - Sunday</b>	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%

<b>Site name</b>	Library	
<b>Number of respondents</b>	12	
<b>Modal split Monday - Friday</b>	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%
<b>Modal split Saturday - Sunday</b>	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%

<b>Site name</b>	Materials Science and Metallurgy	
<b>Number of respondents</b>	43	
<b>Modal split Monday - Friday</b>	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%
<b>Modal split Saturday - Sunday</b>	Walk	17.65%
	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	
<b>Number of respondents</b>	17	
<b>Modal split Monday - Friday</b>	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%
<b>Modal split Saturday - Sunday</b>	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	
<b>Number of respondents</b>	136	
<b>Modal split Monday - Friday</b>	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%
	<b>Modal split Saturday - Sunday</b>	Walk
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	
<b>Number of respondents</b>	62	
<b>Modal split Monday - Friday</b>	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%
	<b>Modal split Saturday - Sunday</b>	Walk
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%

<b>Site name</b>	Physiology, Development and Neuroscience	
<b>Number of respondents</b>	57	
<b>Modal split Monday - Friday</b>	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%
<b>Modal split Saturday - Sunday</b>	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%

<b>Site name</b>	Plant Sciences	
<b>Number of respondents</b>	72	
<b>Modal split Monday - Friday</b>	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%



<b>Modal split Saturday - Sunday</b>	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%

<b>Site name</b>	Psychiatry	
<b>Number of respondents</b>	19	
<b>Modal split Monday - Friday</b>	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%
<b>Modal split Saturday - Sunday</b>	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%

<b>Site name</b>	Psychology	
<b>Number of respondents</b>	17	
<b>Modal split Monday - Friday</b>	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%
<b>Modal split Saturday - Sunday</b>	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	
<b>Number of respondents</b>	34	
<b>Modal split Monday - Friday</b>	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%
<b>Modal split Saturday - Sunday</b>	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
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
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%

<b>Site name</b>	University Library	
<b>Number of respondents</b>	84	
<b>Modal split Monday - Friday</b>	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%
<b>Modal split Saturday - Sunday</b>	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%

<b>Site name</b>	Veterinary Medicine	
<b>Number of respondents</b>	72	
<b>Modal split Monday - Friday</b>	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%



<b>Modal split Saturday - Sunday</b>	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%

<b>Site name</b>	Zoology	
<b>Number of respondents</b>	64	
<b>Modal split Monday - Friday</b>	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%
<b>Modal split Saturday - Sunday</b>	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 – 2015 Base Flows

No.	Link	2015 Base	
		AM	PM
1.0	M11 - J12 - J13 - Nbd	3,136	3,463
1.0	M11 - J12 - J13 - Sbd	2,834	3,049
1.1	M11 J13 -J14 - Nbd	2,127	2,805
1.1	M11 J13 -J14 - Sbd	2,564	2,289
1.2	M11 between A14 Ebd on-slip / Huntingdon Rd on slip - Nbd	1,408	2,051
1.2	M11 between A14 Ebd on-slip / Huntingdon Rd on slip - Sbd	2,062	1,467
1.3	M11 J13 off-slip - Nbd	951	713
1.3	M11 J13 on-slip - Sbd	298	786
2.0	A14 West of J30 (Bar Hill) - Ebd	3,564	3,230
2.0	A14 West of J30 (Bar Hill) - Wbd	2,979	4,082
2.1	A14 North West of M11 J14 - Ebd	3,611	3,230
2.1	A14 North West M11 J14 - Wbd	2,924	3,894
2.2	A14 West of J32 Interchange - Ebd	3,292	2,777
2.2	A14 West of J32 Interchange - Wbd	2,492	3,178
2.3	A428 -West of M11 J14 - Ebd	1,526	702
2.3	A428 - West of M11 J14 - Wbd	736	1,172
3.0	A1303 East of Madingley Mulch R'bout Ebd	420	525
3.0	A1303 East of Madingley Mulch R'bout Wbd	491	1,189
3.1	Madingley Rd - East of Cambridge Rd Crossroads Wbd	491	1,157
3.1	Madingley Rd - East of Cambridge Rd Crossroads Ebd	397	530
3.2	Madingley Rd on Over Bridge M11 Ebd	1,259	709
3.2	Madingley Rd on Over Bridge M11 Wbd	199	656
3.3	Madingley Rd between M11 Sbd On Slip - Proposed Madingley Rd West Access Ebd	1,165	413
3.3	Madingley Rd between M11 Sbd On Slip - Proposed Madingley Rd West Access Wbd	399	1,145
3.4	Madingley Rd - West of P&R Access Wbd	399	1,145

No.	Link	2015 Base	
		AM	PM
3.4	Madingley Rd - West of P&R Access Ebd	1,165	413
3.5	Madingley Rd - East of P&R Access Wbd	467	1,064
3.5	Madingley Rd - East of P&R Access Ebd	1,048	449
3.6	Madingley Rd - East of Proposed High Cross Access Ebd	847	450
3.6	Madingley Rd - East of Proposed High Cross Access Wbd	513	831
3.7	Madingley Rd - East of JJ Thomson Ave Ebd	845	631
3.7	Madingley Rd - East of JJ Thomson Ave Wbd	681	804
3.8	Madingley Rd - East of Clerk Maxwell Rd Ebd	758	680
3.8	Madingley Rd - East of Clerk Maxwell Rd Wbd	736	756
3.9	Madingley Rd - East of Storey's Way Ebd	677	558
3.9	Madingley Rd - East of Storey's Way Wbd	621	591
3.10	Madingley Rd - East of Grange Road Ebd	677	558
3.10	Madingley Rd - East of Grange Road Wbd	621	591
3.11	Madingley Rd - West of Queen's Rd / Northampton St R'bout Ebd	798	565
3.11	Madingley Rd - West of Queen's Rd / Northampton St R'bout Wbd	581	698
3.12	Northampton St - West of Pound Hill Ebd	458	643
3.12	Northampton St - West of Pound Hill Wbd	551	567
4.0	Huntingdon Rd - West of Proposed NWC HRW Access NWbd	322	679
4.0	Huntingdon Rd - West of Proposed NWC HRW Access SEbd	395	327
4.1	Huntingdon Rd - South East of Grange Drive opposite Girton College NWbd	322	679
4.1	Huntingdon Rd - South East of Grange Drive opposite Girton College SEbd	395	327
4.2	Huntingdon Rd - East of NWC HRW Access NWbd	384	931
4.2	Huntingdon Rd - East of NWC HRW Access SEbd	660	446
4.3	Huntingdon Rd - East of NIAB Access NWbd	438	981
4.3	Huntingdon Rd - East of NIAB Access SEbd	931	511
4.4	Huntingdon Rd - East of Storey's Way NWbd	457	877
4.4	Huntingdon Rd - East of Storey's Way SEbd	783	540
5.0	Barton Rd - West of Grantchester Rd Ebd	1,099	478

No.	Link	2015 Base	
		AM	PM
5.0	Barton Rd - West of Grantchester Rd Wbd	298	948
5.1	Barton Rd - East of Grantchester Rd Ebd	611	431
5.1	Barton Rd - East of Grantchester Rd Wbd	279	913
6.0	Queen's Rd - North of West Rd Nbd	458	645
6.0	Queen's Rd - North of West Rd Sbd	772	542
7.0	Histon Road - South of A14 Nbd	935	1,597
7.0	Histon Road - South of A14 Sbd	1,804	1,200
8.0	Grange Rd - South of Madingley Rd Nbd	193	198
8.0	Grange Rd - South of Madingley Rd Sbd	317	149
9.0	Storey's Way - between Madingley Rd and Huntingdon Rd Ebd	257	81
9.0	Storey's Way - between Madingley Rd and Huntingdon Rd Wbd	90	214
10.0	Girton Rd - North of Huntingdon Rd Nbd	135	330
10.0	Girton Rd - North of Huntingdon Rd Sbd	338	199
11.0	Proposed NIAB Access - between Huntingdon Rd and Histon Rd Nbd	0	0
11.0	Proposed NIAB 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	33	263
12.1	High Cross Access to Madingley Rd Sbd	282	28
12.2	JJ Thomson Ave Access to Madingley Rd Nbd	81	271
12.2	JJ Thomson Ave Access to Madingley Rd Sbd	244	65
12.3	Clerk Maxwell Rd Nbd	12	84

No.	Link	2015 Base	
		AM	PM
12.3	Clerk Maxwell Rd Sbd	74	10



## Appendix 3.6 - Road Safety Assessment

### Link collisions

- 1.1 Of the collisions on the links considered in Section 3.9, only the 400m section of Madingley Road link to the west of the Cambridge Road crossroads has a higher than anticipated personal injury collision record. The observed records on all other links were equalled or were lower than that anticipated.
- 1.2 On this one link with the higher record, it was observed that:
- i) the fatality injury collision 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 five 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, four of these involved loss of control on the bend involving no other vehicle.
- 1.3 As these five collisions could be speed related, a review of the existing road markings and signing is proposed to alert motorists of this.

### Junction collisions

- 1.4 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 equalled or were lower than that anticipated.
- 1.5 There were four observed collisions recorded at the Madingley Road / Park and Ride signalised junction. Three of these incidents were classified as slight, and one was classified as serious. Of these, two involved vulnerable road users. It was noted that:
- iii) the serious collision involved a pedestrian and a motorcyclist on the road;
  - iv) the second incident involving a motorcyclist colliding with the rear of a stationary vehicle;
  - v) the remaining two incidents both involved cars: one where a car collided with an unknown object; the other was a rear end collision.

There appears to be no common issue with these collisions.

- 1.6 There were a total of five observed collisions recorded at the Madingley Road / Storey's Way priority junction. Four of these collisions were classified as slight, and one was classified as serious. All of these collisions involved vulnerable road users. It was noted that:
- i) the serious collision occurred when a cyclist and a bus collided. Both the cyclist and the bus were travelling west-east along Madingley Road;
  - ii) two other collisions involved a cyclist and a vehicle. One occurred when both the vehicle and a cyclist were traveling west-east along Madingley Road - when the vehicle turned left into Storeys Way, whilst the cyclist travelled west-east. The other collision occurred when both the vehicle and cyclist were travelling west-east, and collided;

- iii) two collisions involved a motorcyclist. The first involved no other vehicles. The other involved a motorcyclist and a car, and occurred as the car, turning left, collided with the stationary motorcyclist;

1.7 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.

1.8 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.

1.9 There were two observed collisions recorded at the Madingley Road / Wilberforce Road priority junction. Both collisions were classified as slight in severity. It was noted that:

- i) one involved a motorcyclist travelling east-west. No other vehicles were involved; and
- ii) the second involved three cars; two were travelling west-east, and one was traveling east-west.

1.10 There were two observed collisions at the Madingley Road / JJ Thomson Avenue priority junction. One was classified as serious, and the other was classified as slight. One of the incidents involved a vulnerable road user. It was noted that:

- i) the serious incident involved a cyclist and an LGV. The cyclist was turning right onto Madingley Road from JJ Thomson Avenue, the LGV was traveling east-west along Madingley Road; and
- ii) the second slight 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.

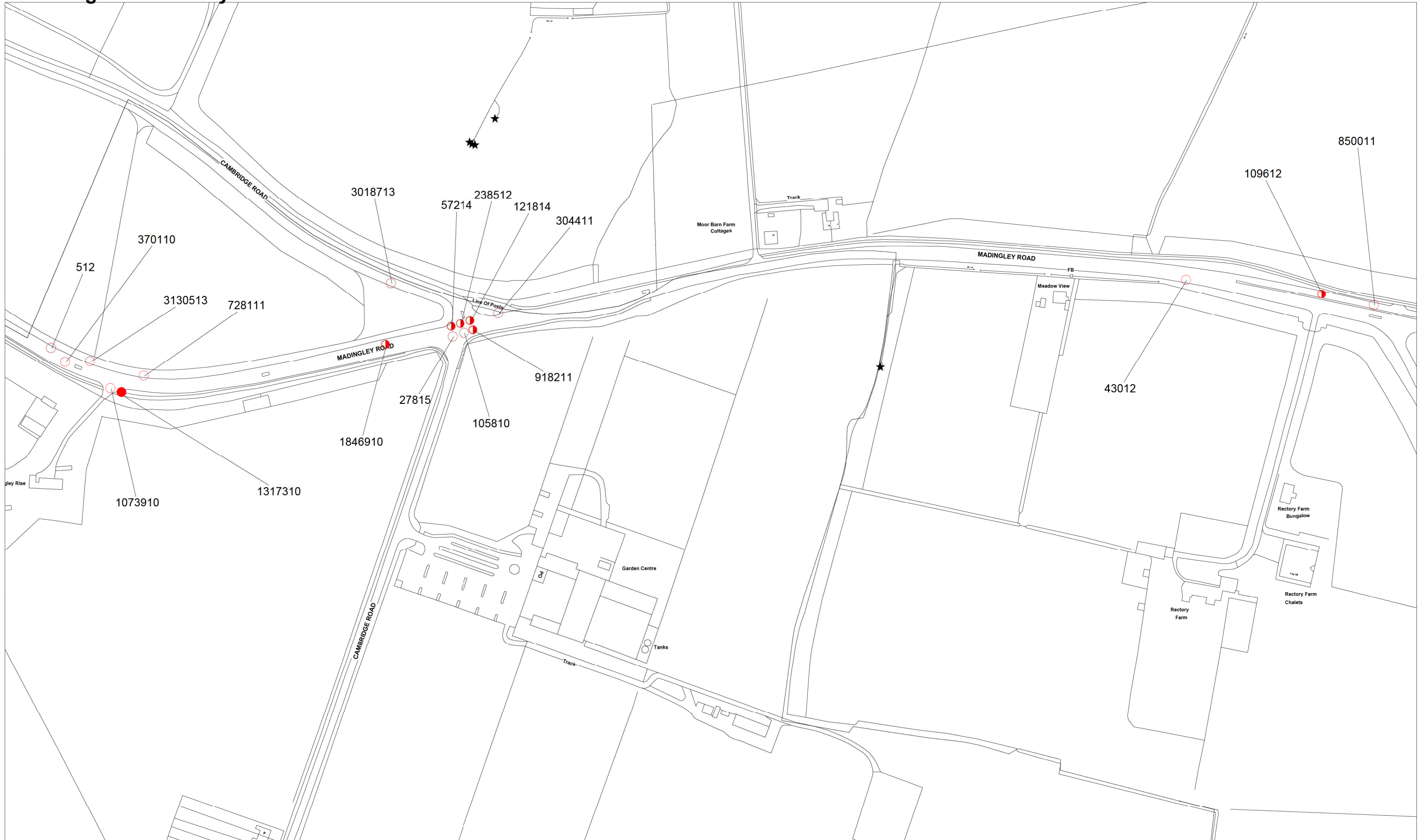
The pedestrian and cyclist crossing facility has recently been enhanced with the provision of a toucan crossing. The form of this junction may change as a consequence of the development.

1.11 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.

- 1.12 Both collisions involved motor cycles. Both collisions may have been influenced by limited visibility for emerging vehicles and the misinterpretation of the motor cycle speed.
- 1.13 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.
- 1.14 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.
- 1.15 One collision occurred at the Madingley Road / M11 off-slip junction. This involved a motorcyclist who was travelling west-east along Madingley Road. This incident was classified as slight, and there were no other vehicles involved.
- 1.16 There were seven collisions observed at the Madingley Road / Cambridge Road crossroads junction, four of which were classified as serious, and three were classified as slight. Five of these collisions involved vulnerable road users. It was noted that:
- i) three 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 further serious injury collision involved a motorcyclist travelling east-west along Madingley Road - no other vehicles involved with this collision;
    - the third, 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. This incident was classified as slight in severity;
  - 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 involving a cyclist occurred as a car was travelling from Cambridge Road to the north, to Cambridge Road to the south. The cyclist was travelling east-west along Madingley Road;
  - iii) two collisions involved cars only; one was classified as serious and the other was classified as slight:
    - the 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 slight injury collision involved two cars, both of which were travelling west-east along Madingley Road. One vehicle collided with the rear of the other vehicle.

- 1.17 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.



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Date: 09/09/15

Scale 1 : 2500

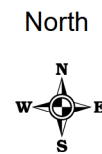
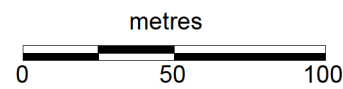
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Title 1: 31500 West Cambridge PIA data 2010 - provisionally May 2015

Title 2: Part ONE

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Unverified Accidents ◆ Fatal ◆ Serious ○ Slight





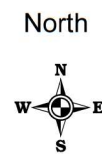
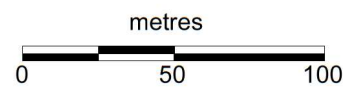


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 Title 2: Part TWO

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 Unverified Accidents ◐ Fatal ◑ Serious ◒ Slight





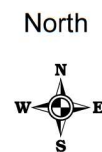
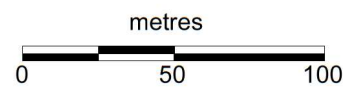


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Date: 09/09/15  
Scale 1 : 2500  
Sheet Ref.: TL4359SE  
Title 1: 31500 West Cambridge PIA data 2010 - provisionally May 2015  
Title 2: Part THREE

Verified Accidents ● Fatal ● Serious ○ Slight  
Unverified Accidents ◆ Fatal ◆ Serious ○ Slight



## 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 orbital 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 orbital 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 orbital routes will be prioritised and it will be easy and direct to travel between different areas of the city.

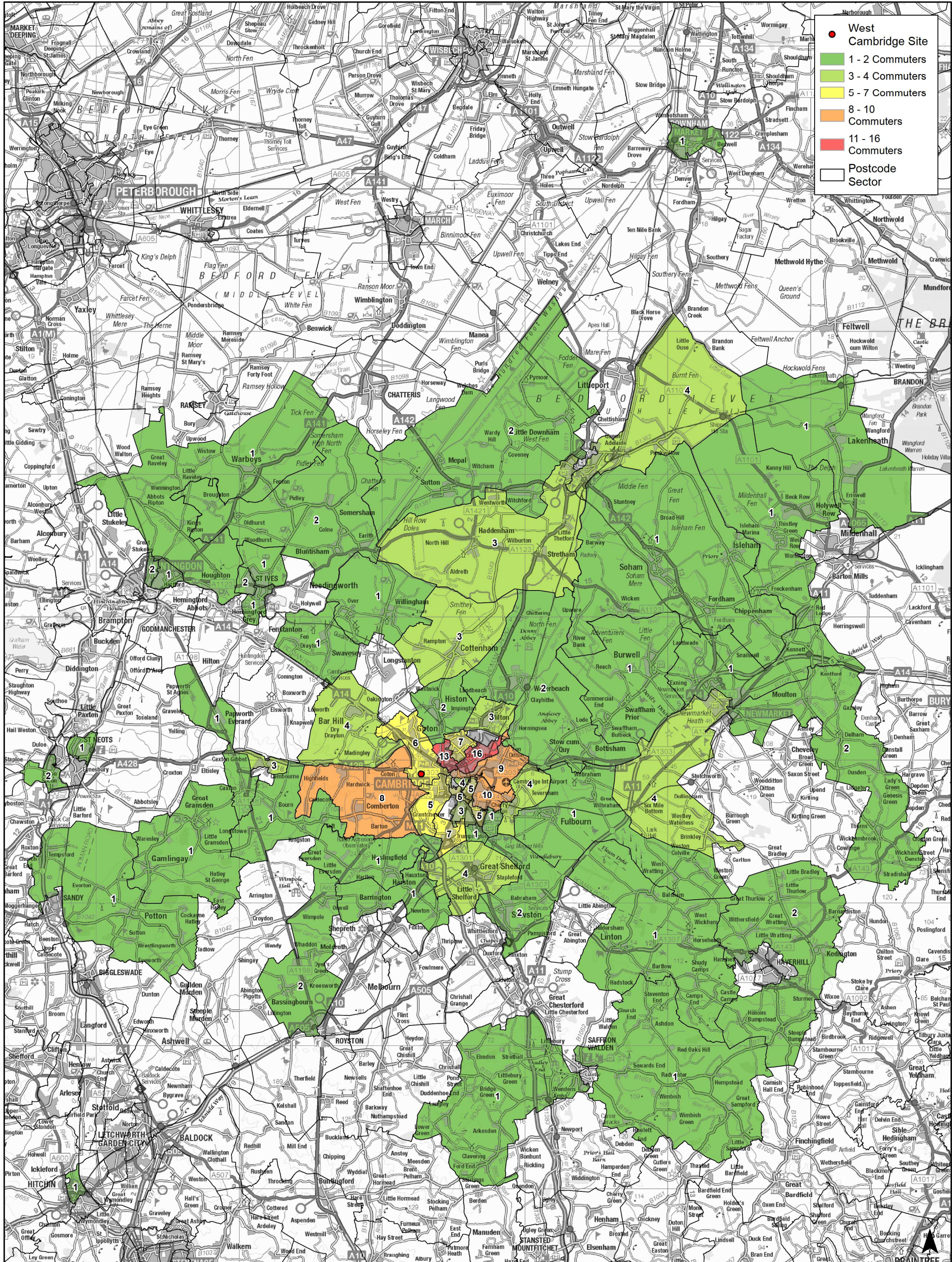
General vehicular traffic will still be able to travel between most areas, however it will not receive priority at pinch points.

To enable priority to be given to passenger transport, road space will need to be reallocated from general vehicular traffic. In the case of orbital 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



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0 5 10 Km

1:229,280 @ A3

06/05/2016

Drawn: CM

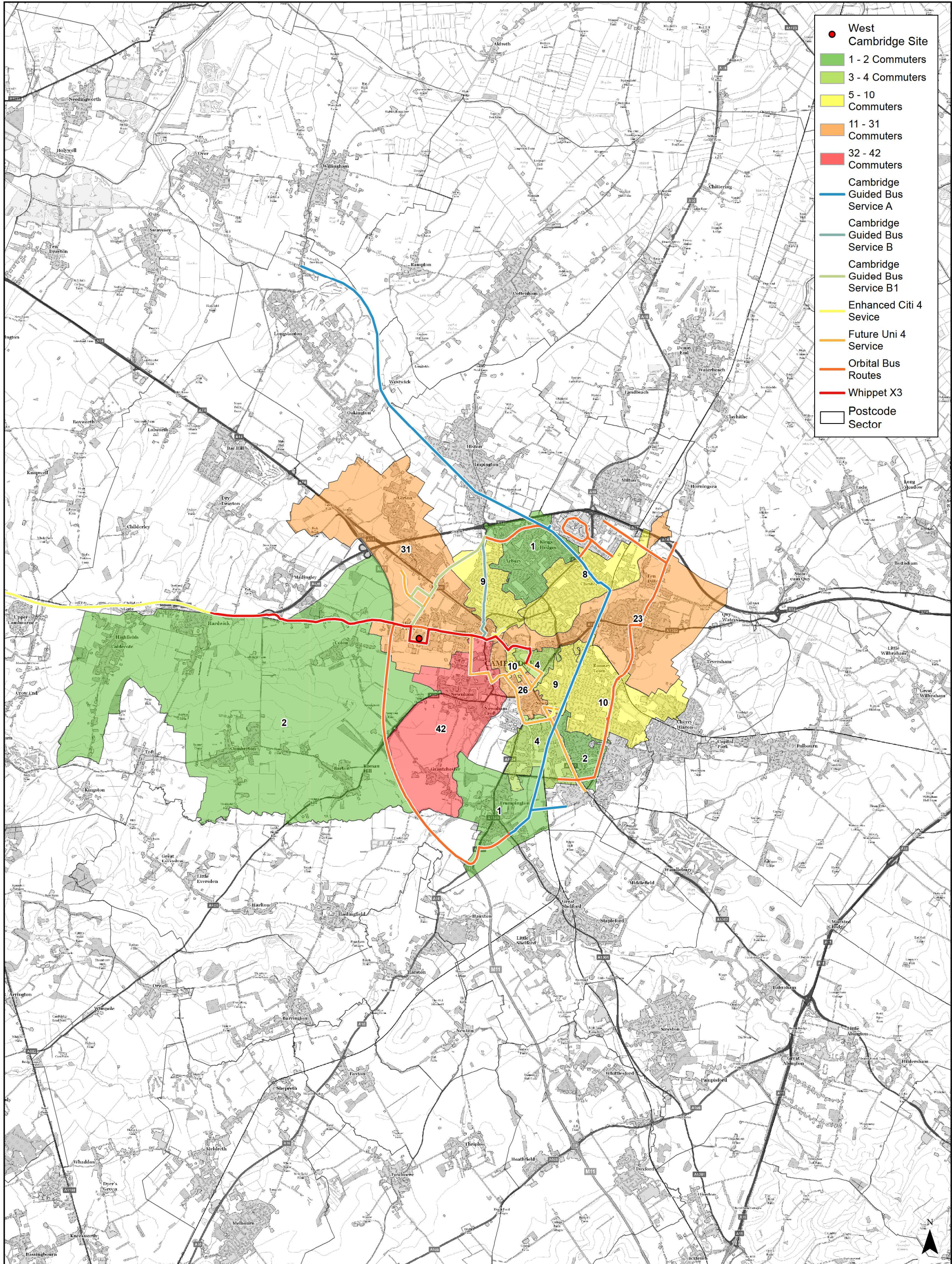
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**West Cambridge Travel Flows**

Staff Potentially Travelling to the West Cambridge Site by Postcode Sector

Figure 1 Rev A





- West Cambridge Site
- 1 - 2 Commuters
- 3 - 4 Commuters
- 5 - 10 Commuters
- 11 - 31 Commuters
- 32 - 42 Commuters
- Cambridge Guided Bus Service A
- Cambridge Guided Bus Service B
- Cambridge Guided Bus Service B1
- Enhanced Citi 4 Service
- Future Uni 4 Service
- Orbital Bus Routes
- Whippet X3
- Postcode Sector

Client

0 2.5 5 Km  
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 Drawn: CM  
 Checked: JH

**West Cambridge Travel Flows**  
 Students Potentially Travelling to the West  
 Cambridge Site by Postcode Sector

