

HUNTINGDONSHIRE LOCAL PLAN EXAMINATION IN PUBLIC

MATTER 3 SUPPLEMENTARY STATEMENT TRANSPORT MODELLING

ON BEHALF OF LINDEN HOMES STRATEGIC LAND

**TOWN & COUNTRY PLANNING ACT 1990 (AS AMENDED)
PLANNING AND COMPULSORY PURCHASE ACT 2004**

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1. Introduction

- 1.1 This Supplementary Statement is prepared by Pegasus Group on behalf of Linden Homes Strategic Land, which is promoting land at Lodge Farm, Huntingdon, for development. The site is capable of coming forward in full, or with an early first phase of around 550 dwellings.
- 1.2 On 24 July 2018 the Council made available the output data which underpins the Huntingdonshire Strategic Transport Study (HSTS). It is Linden Homes Strategic Land's case (set out in Regulation 19 representations and the Matter 3 Hearing Statement) that the scenarios modelled in the HSTS have not properly assessed either the impact of development at Lodge Farm or the extent of the necessary mitigation. This has meant that Lodge Farm has been considered only as part of a much larger development scenario (Scenario 4) which provides significantly more dwellings than that required under the Local Plan and which, inevitably, is the most challenging to mitigate.
- 1.3 The release of the output data does not overcome Linden Homes Strategic Land's original objection, as set out within the Matter 3 Hearing Statement. Only the output data has been published, so whilst this allows for a degree of interpretation, it does not allow for a full analysis of the potential transport effects and mitigation of the Lodge Farm site either in full or in part.
- 1.4 Now that the output data has been published, Linden Homes Strategic Land's transport and highways consultant, Glanville, has been able to assess the highways impacts for an early first phase of 550 dwellings. This is explored in detail within the **Technical Note** which accompanies this Statement. The Technical Note provides an assessment of likely impacts arising from the preferred Scenario 5 plus the early first phase of Lodge Farm.
- 1.5 The Technical Note concludes that the potential highways impacts arising from the first phase are capable of being accommodated within the highways network, subject to mitigation which would not be unusual for the scale of development proposed. Indeed, the outputs within the Technical Note suggests that for a significant number of the modelled links, the impact of the first phase is relatively limited in percentage terms - in many cases being well below 5%. It should also be noted that a third river crossing of the Great Ouse is not required to support the first phase of development.

2. Implications for allocation and spatial strategy

- 2.1 Glanville’s assessment shows that the first phase of development at Lodge Farm can come forward without resulting in ‘severe’ impacts upon the highway network (in the context of paragraph 109 of the National Planning Policy Framework 2018).
- 2.2 This indicates that the findings of the Housing and Economic Land Availability Assessment (HELAA), which dismissed Land at Lodge Farm from further consideration on highways grounds, are not to be relied upon.
- 2.3 Land at Lodge Farm is capable of delivering an early first phase and this should be reflected in the HELAA’s assessment of the site. The site offers the potential to deliver not only housing, but tangible benefits for residents of Huntingdon, through the provision of community facilities. This is a matter which is subject to ongoing engagement with Huntingdon Town Council, which currently operates sporting facilities at the adjacent Jubilee Park. Linden Homes is exploring whether a Travel Hub could be located within the first phase, potentially facilitating a park-and-ride service as well as providing public transport links linking the town to Jubilee Park. The Travel Hub project is also identified in the Cambridgeshire Long Term Transport Strategy (**INF/13**, page 4-8).
- 2.4 Delivery of the early first phase would be consistent with the Spatial Strategy which seeks to direct development in the Spatial Planning Areas to their core settlement. As set out in our Matter 3 Hearing Statement, this is currently not the case in Huntingdon where the majority of planned growth will take place at Alconbury Weald / RAF Alconbury, some way from the town itself.
- 2.5 It is also noted that since the first set of Local Plan Hearings took place, Huntingdon Town Council has published its draft Neighbourhood Plan. Page 56 of the Neighbourhood Plan¹ states that *“Our feedback found that most residents would prefer new housing developments outside the current town boundaries, Alconbury Weald provides an opportunity to provide housing provision that meets the needs of all residents of the Town and the surrounding area. Huntingdon Town Council would also support additional development on the land to the north of the A141.”*. Clearly, an early first phase at Lodge Farm can support this

¹ Available at <https://www.huntingdowntown.gov.uk/public-consultation.html>

aspiration by delivering new homes adjacent to the boundary of the town, whilst also securing community benefits for residents of Huntingdon.

3. Conclusion

- 3.1 Glanville’s assessment of the likely highways impacts arising from the first phase of development of 550 dwellings at Land at Lodge Farm, based upon the output data underpinning the HSTS, shows that the first phase can come forward without ‘severe’ residual cumulative impacts. The increases in traffic at peak hours is generally limited however mitigation may be required of a scale that is not unusual and is deliverable for a scheme of this size.
- 3.2 The proposed development will deliver significant benefits through the construction of more homes, greater flexibility in the Local Plan, and the achievement of community benefits – all in a location adjoining the existing settlement of Huntingdon which is currently receiving only limited growth. There is no substantive reason to discount the site from consideration for allocation. Land at Lodge Farm should therefore be allocated for development.

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TECHNICAL NOTE – INITIAL APPRAISAL OF TRAFFIC IMPACT

LAND AT LODGE FARM, HUNTINGDON
Technical Note – Initial Appraisal of Traffic Impact

1.0 Introduction

- 1.1 This Technical Note has been prepared by Glanville on behalf of Linden Homes Strategic Land which is promoting land at Lodge Farm, Huntingdon for development. The site is capable of coming forward in full, or with an early first phase of around 550 dwellings.
- 1.2 In August 2017 Glanville carried out an appraisal of transport issues related to potential development at Lodge Farm (report reference TR8170758/JB/DW/010). This Technical Note builds upon the work undertaken previously by providing an initial appraisal of the traffic impact of a first phase at Lodge Farm of 550 dwellings.

2.0 Background

- 2.1 The Huntingdonshire Strategic Transport Study (HSTS) provides an evidence base for the forthcoming Huntingdonshire Local Plan and comprises a baseline study and a comparative assessment of potential development scenarios and packages of mitigation measures.
- 2.2 Scenarios 1 to 4 have been rejected as it is only possible to restore network performance to Core Scenario levels with a mitigation package that involves significant infrastructure improvements. The HSTS concluded that such a package will not be deliverable based on developer contributions alone and would require significant external funding, and therefore none of the scenarios were considered deliverable for reasons of viability.
- 2.3 A fifth scenario was assessed which assumed a lower quantum of development (2,890 new dwellings) at RAF Alconbury and Ermine Street that are less likely to require significant infrastructure investment to mitigate its impact. The HSTS concluded that Scenario 5 could be delivered with a package of junction mitigation measures costing in the order of £5m and recommended that this scenario is incorporated in the Huntingdonshire Local Plan.
- 2.4 The limited scenarios modelled to date do not allow the impact of individual developments to be established. A case in point is Lodge Farm, which has only been assessed as part of Scenario 4, which assumes the highest number of new dwellings by some margin, and therefore inevitably will have the greatest impact, and be the most difficult development scenario to mitigate.
- 2.5 Linden Homes Strategic Land has objected to the modelling work undertaken as part of the HSTS and has sought to gain access to the model to assess the impact of the Lodge Farm development on a stand-alone basis and in conjunction with other developments to establish the impact and the extent of mitigation measures that would be required. However, due to the assessment work required by the Greater Cambridge Partnership and the Cambridgeshire and Peterborough Combined Authority, developer access to the model is unlikely to be available until 2019, beyond the timeframe for the Local Plan Inquiry, and Cambridgeshire County Council has advised that the modelling work is unavailable.
- 2.6 In response to concerns raised at the Local Plan Examination due to the unavailability of the model for testing by developers, Cambridgeshire County Council has released output data from the model. This data has been used as the basis for assessing the impact of a first phase of development at Lodge Farm.

3.0 Huntingdonshire Strategic Transport Study Model Data

3.1 Image 1 below illustrates the extent of the model area for which data is available.



Image 1 – Extent of HSTS

3.2 Image 2 below illustrates the network model links in proximity to Lodge Farm. This extract is taken from “Scenario 4” which includes Lodge Farm and shows the re-routing of the A141 through the site, which is not included in other scenarios.

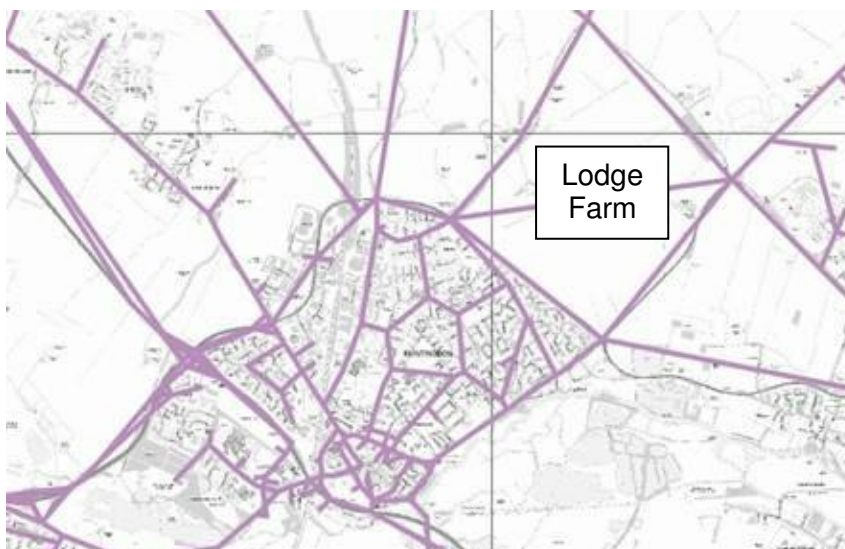


Image 2 – Model Links in Proximity to Lodge Farm

3.3 The following data has been released Cambridgeshire County Council for each link for three hour-long periods (AM Peak, Inter-peak, PM peak):

- Actual flow
- Demand flow
- Travel time
- Speed
- Delay

3.4 Data is available for the following scenarios:

- Core
- Do Minimum
- Scenario 1
- Scenario 2
- Scenario 3
- Scenario 4
- Scenario 5

3.5 The Council's preferred development scenario as confirmed by the HSTS is Scenario 5, which includes 1,450 dwellings at RAF Alconbury and 1,440 dwellings at Ermine Street in addition to the Core Scenario, which itself comprises 13,166 new dwellings.

3.6 Lodge Farm is only included in Scenario 4, which assumes the highest number of new dwellings by some margin (14,060 in total), and therefore has the greatest impact and is the most difficult scenario to mitigate.

4.0 Lodge Farm Traffic Generation & Assignment

4.1 Traffic generation and assignment were considered as part of the initial appraisal of transport issues related to potential development at Lodge Farm carried out by Glanville in August 2017 (report reference TR8170758/JB/DW/010).

Traffic Generation

4.2 Residential development typically generates vehicular traffic at a rate of around 0.55 trips per dwelling during each of the AM and PM peak hours and around 5.5 trips per dwelling over a 24-hour period.

4.3 This equates to around 300 vehicle movements per hour at peak times and 3,025 vehicle movements per day for a first phase of development at Lodge Farm comprising some 550 dwellings.

Traffic Assignment

4.4 Travel to work data from the 2011 National Census has been examined to establish the likely workplace destinations of future residents of development at Lodge Farm. Data has been obtained for the Hartford (Ward 009) area, which is the northern residential area of Huntingdon south of the A141 closest to Lodge Farm.

4.5 The most popular workplace destinations of residents of the Hartford ward are summarised in Table 1 below.

Table 1: Workplace Destinations for Hartford Ward

Destination	Proportion
Huntingdonshire	69%
South Cambridgeshire	8%
Cambridge	5%
Peterborough	2%
Bedford	2%
London (City / Westminster)	2%

Table 1: Workplace Destinations for Hartford Ward (continued)

Destination	Proportion
Central Bedfordshire	1%
Fenland	<1%
Milton Keynes	<1%
Other	9%

- 4.6 The table above shows that the vast majority of journeys to work are to destinations within the Huntingdonshire area. The most popular workplace destinations within Huntingdonshire for residents of the Hartford ward are summarised in Table 2 below.

Table 2: Workplace Destinations in Huntingdonshire for Hartford Ward

Workplace Destination	Proportion
Huntingdon Town Centre / Hinchingsbrooke	36%
Oxmoor Estate (NW Huntingdon)	17%
Brampton / Alconbury / Ermine Business Park	12%
St Ives	7%
Hartford (Huntingdon)	5%
A14 (W) Corridor	4%
St Neots	4%
RAF Wyton / Somersham	4%
Godmanchester	3%
Other	8%

- 4.7 The above workplace destinations have been used to derive a trip assignment model for Lodge Farm, which is shown on the drawing included at Appendix A. It has been assumed that first phase of development at Lodge Farm will be located in the south-west corner of the site and accessed from the A141 / Kings Ripton Road junction.
- 4.8 It is acknowledged that this approach uses a static assignment model, and is therefore relatively simplistic in comparison with the HSTS model that uses dynamic assignment based on optimising journey times. However, it is considered a reasonable approach in the absence of access to the HSTS model.

5.0 Lodge Farm Traffic Impact

- 5.1 An assessment of the traffic impact of a first phase of development at Lodge Farm has been undertaken based on traffic flows from the HSTS model and an estimate of the increase in link flows arising from 550 dwellings at Lodge Farm as described above.
- 5.2 The spreadsheet provided at Appendix B has been compiled to compares link flows for the AM and PM peaks for the following scenarios:
- Core
 - Scenario 5 (preferred option)
 - Core + Phase 1 at Lodge Farm (550 dwellings)
 - Core + Scenario 5 + Phase 1 at Lodge Farm (550 dwellings)

- 5.3 The spreadsheet quantifies the increase in traffic on each link as a result of a first phase of development at Lodge Farm, in terms of the number of trips and percentage increase.
- 5.4 The impact of Lodge Farm decreases with distance from the development site as traffic disperses. It is generally accepted that increases in traffic of up to 30 vehicles per hour at a link or junction are unlikely to give rise to an unacceptable impact.
- 5.5 The spreadsheet at Appendix B confirms that a first phase of development at Lodge Farm would increase flows by 30 vehicles or more per hour at the links identified in Table 3 below. All other links would experience an increase in traffic of less than 30 vehicles per hour, and therefore the impact on those links can be considered to fall well short of severe.

Table 3: Links Subject to Increases in Two-Way Traffic in Excess of 30 Vehs / Hour

Ref.	Link Name	Increase (Vehs)
1	A141 – Kings Ripton Road to B1514	72 (AM) / 79 (PM)
4	B1514 – south of A141	32 (AM) / 40 (PM)
12	A141 – Abbots Ripton Road to Kings Ripton Road	241 (AM) / 223 (PM)
13	A141 – Washingley Road to Abbots Ripton Road	150 (AM) / 142 (PM)
14	A141 – Ermine Street to Washingley Road	132 (AM) / 123 (PM)
18	A141 – A14 to Ermine Street	81 (AM) / 78 (PM)
20	A14 – Kingfisher Way to B141	46 (AM) / 18 (PM)
21	Kingfisher Way	31 (AM) / 30 (PM)
22	A14 – B1514 to Kingfisher Way	38 (AM) / 36 (PM)
23	Huntingdon Road – A141 to St Peters Road	90 (AM) / 81 (PM)
24	St Peters Road – Kings Ripton Road to Windover Road	81 (AM) / 73 (PM)
25	St Peters Road – Windover Road to Redwongs Way	53 (AM) / 45 (PM)
26	St Peters Road – Redwongs Way to North Side	46 (AM) / 40 (PM)
27	St Peters Road – North Side to B1044	37 (AM) / 31 (PM)
30	B1044 – St Peters Road to Edison Bell Way	53 (AM) / 42 (PM)
31	Edison Bell Way	38 (AM) / 36 (PM)
32	B1514 – Hinchingsbrook Park Road to Edison Bell Way	31 (AM) / 30 (PM)
34	Hinchingsbrook Park Road	31 (AM) / 30 (PM)

- 5.6 Those links that would experience the greatest increase in traffic as a result of a first phase of development at Lodge Farm are predominantly along the A141 corridor close to the development site – Links 1, 12, 13, 14 and 18. The development is expected to increase traffic to a lesser extent on the St Peters Road corridor (Links 24 to 27) and around Hinchingsbrook (Links 21, 32 and 34).
- 5.8 The traffic impact of a first phase of development at Lodge Farm would be considered in detail as part of a Transport Assessment prepared to support any planning application that may be forthcoming, and mitigation measures would be proposed as necessary and appropriate – see Section 6.

6.0 Highway Mitigation Measures

- 6.1 The HSTS assessed the effect of various packages of mitigation measures. The objective of the mitigation measures is to restore the network performance to the same level of operation as the Core Scenario – i.e. nil-detriment. However, it is noted that the key test is set out in paragraph 109 of the National Planning Policy Framework (July 2018) which states “*Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe*”.
- 6.2 The mitigation measures considered within the HSTS include localised junction capacity enhancements, improvements to the A141 corridor, and the provision of a third crossing of the River Great Ouse.

Localised Junction Improvements

- 6.3 Figure 14 from the HSTS “Development Scenario Comparative Assessment” report dated May 2017 shows the location of junctions where mitigation measures are proposed. Of most relevance to the Lodge Farm site are the following junction improvements:

- Site Ref A – A141 / A14 Spittals Interchange
- Site Ref B – A141 / Ermine Street / Stukeley Road
- Site Ref C – A141 / Washingley Road / Latham Road
- Site Ref D – A141 / Huntingdon Road / Abbots Ripton Road
- Site Ref E – A141 / Kings Ripton Road
- Site Ref F – A141 / B1514 / A1123
- Site Ref G – A141 / B1090 Sawtry Way

A141 Corridor Improvements

- 6.4 In addition to the above junction improvements, the impact of increased highway capacity in the A141 corridor north of Huntingdon has been tested as part of the HSTS. The following measures have been assumed within the model:

- Provision of dual-carriageway capacity between the A141 / B1514 / A1123 roundabout (Site Ref F) and the A141 / B1090 Sawtry Way roundabout (Site Ref G).
- Increased capacity at the A141 / B1514 / A1123 roundabout.
- Provision of dual-carriageway capacity between the A141 / B1514 / A1123 roundabout (Site Ref F) and the A141 / Kings Ripton Road signalised junction (Site Ref E), together with provision of an outer A141 from this junction to A141 / A14 Spittals Interchange (Site Ref A).

Third Crossing of the River Great Ouse

- 6.5 A general representation of a potential third crossing of the River Great Ouse has been tested by the HSTS model.

Mitigation Measures for Lodge Farm

- 6.6 The measures required to mitigate the impact of a first phase of development at Lodge Farm would be considered in detail as part of a Transport Assessment prepared to support any planning application.
- 6.7 It is envisaged that access to development at Lodge Farm will be taken principally from the A141 via the A141 / Kings Ripton Road junction (Site Ref E). It is expected that the works required to this junction to provide access to the development will also deliver the necessary highway capacity improvements to accommodate a first phase of 550 dwellings.
- 6.8 Given the increases in traffic anticipated as a result of a first phase of development at Lodge Farm, it is envisaged that the highway mitigation measures required would be limited to local junction improvements at key locations along the A141 corridor and potentially along St Peters Road.
- 6.9 As described above, the effect of significant improvements to the A141 corridor have been modelled within the HSTS. It is possible that these improvements will offer sufficient spare capacity to accommodate any increases in traffic arising from a first phase of development at Lodge Farm. If not, relatively minor additional enhancements are likely to be all that would be necessary to mitigate the impact of the development.
- 6.10 The quantum of development proposed, together with the site's location relative to Huntingdon and the River Great Ouse, and the likely workplace destinations of future residents, mean that a first phase of development at Lodge Farm will not require the provision of a third river crossing.
- 6.11 It is concluded that although highway improvements will be required to serve the Lodge Farm development and ensure its impact is acceptable, the extent would not be unusual for a development of the scale proposed, and would be viable in cost terms.

7.0 Conclusion

- 7.1 It is concluded that there should be no insurmountable highway capacity issues that would prevent the delivery of a first phase of development at Lodge Farm comprising 550 dwellings in addition to the Council's preferred development scenario (Scenario 5) which includes 1,450 dwellings at RAF Alconbury and 1,440 dwellings at Ermine Street.

Appendix A
Lodge Farm Trip Assignment



NOTE
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- KEY**
- Lodge Farm - Phase 1
 - 53% Flows showing percentage distribution of development traffic
 - Direction of flow
 - 3% Destination
 - 3 Link Reference

Rev.	Description	Date	Chkd
<div style="display: inline-block; vertical-align: middle;"> <p>Glanville Cornerstone House 62 Foxhall Road, Didcot Oxon, OX11 7AD Tel: (01235) 515550 Fax: (01235) 817799 postbox@glanvillegroup.com www.glanvillegroup.com</p> </div>			
Client :	Linden Homes Strategic Land		
Project :	Land at Lodge Farm Huntingdon		
Title :	Proposed Traffic Assignment & Link Reference		
Project Engineer :	M. Walton	Scale :	1:20000 @A3
Project Director :	J. Birch	Date :	August 2018
Status :	INFORMATION		

2KM

Drawing No. 8170758/6352 Rev

Appendix B
Lodge Farm Traffic Impact

Ref.	Link	Direction	Link ID	Core		Scenario 5		Lodge Farm		Core + LF		% Increase vs Core		Scenario 5 + LF		% Increase vs Sc 5	
				AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
1	A141	EB	5340352910	900	965	912	950	46	18	946	983	5.1%	1.9%	958	968	5.0%	1.9%
		WB	5291053403	880	1011	903	1030	26	61	906	1072	3.0%	6.0%	929	1091	2.9%	5.9%
2	A141	NB	5291057502	548	1042	523	972	13	5	561	1047	2.4%	0.5%	536	977	2.5%	0.5%
		SB	5750252910	985	738	999	753	6	13	991	751	0.6%	1.8%	1005	766	0.6%	1.7%
3	Huntingdon Rd.	EB	5291059601	669	665	644	717	15	6	684	671	2.2%	0.9%	659	723	2.3%	0.8%
		WB	5960152910	724	724	713	749	6	15	730	739	0.8%	2.1%	719	764	0.8%	2.0%
4	B1514	NB(1)	5290952910	615	990	542	978	14	33	629	1023	2.3%	3.3%	556	1011	2.6%	3.4%
		NB(2)	5290852909	273	810	298	771	14	33	287	843	5.1%	4.1%	312	804	4.7%	4.3%
		NB(3)	5290452908	273	810	298	771	14	33	287	843	5.1%	4.1%	312	804	4.7%	4.3%
		SB(1)	5291052909	1142	623	1122	634	18	7	1160	630	1.6%	1.1%	1140	641	1.6%	1.1%
		SB(2)	5290952908	674	302	777	302	18	7	692	309	2.7%	2.3%	795	309	2.3%	2.3%
5	B1514	SB(3)	5290852904	674	302	777	302	18	7	692	309	2.7%	2.3%	795	309	2.3%	2.3%
		NB(1)	5291152904	352	988	369	961	9	22	361	1010	2.6%	2.2%	378	983	2.4%	2.3%
		NB(2)	5310652911	351	988	369	961	9	22	360	1010	2.6%	2.2%	378	983	2.4%	2.3%
		NB(3)	5310553106	314	934	335	910	9	22	323	956	2.9%	2.4%	344	932	2.7%	2.4%
		NB(4)	5260453105	314	934	335	910	9	22	323	956	2.9%	2.4%	344	932	2.7%	2.4%
6	Riverside Road	SB(1)	5290452911	776	250	671	247	7	3	783	253	0.9%	1.2%	678	250	1.0%	1.2%
		SB(2)	5291153106	776	250	671	247	7	3	783	253	0.9%	1.2%	678	250	1.0%	1.2%
		SB(3)	5310653105	755	248	652	246	7	3	762	251	0.9%	1.2%	659	249	1.1%	1.2%
		SB(4)	5310552604	755	248	652	246	7	3	762	251	0.9%	1.2%	659	249	1.1%	1.2%
		SB(1)	5260452603	755	248	652	246	7	3	762	251	0.9%	1.2%	659	249	1.1%	1.2%
7	The Avenue	SB(2)	5260352602	1075	1117	1076	1108	7	3	1082	1120	0.7%	0.3%	1083	1111	0.7%	0.3%
		NB(1)	5270852707	220	208	257	245	3	7	223	215	1.4%	3.4%	260	252	1.2%	2.9%
8	Castle Moat Rd.	NB(2)	5190152708	220	208	257	245	3	7	223	215	1.4%	3.4%	260	252	1.2%	2.9%
		SB(1)	5260252708	803	815	799	828	7	3	810	818	0.9%	0.4%	806	831	0.9%	0.4%
9	St Mary's Street	SB(2)	5270851901	803	815	799	828	7	3	810	818	0.9%	0.4%	806	831	0.9%	0.4%
		WB(1)	5270752705	492	510	534	525	3	7	495	517	0.6%	1.4%	537	532	0.6%	1.3%
10	Hartford Rd.	WB(2)	5270552703	492	510	534	525	3	7	495	517	0.6%	1.4%	537	532	0.6%	1.3%
		NB(1)	5270353906	181	483	192	460	3	7	184	490	1.7%	1.4%	195	467	1.6%	1.5%
11	Nursery Road	NB(2)	5390653907	181	483	192	460	3	7	184	490	1.7%	1.4%	195	467	1.6%	1.5%
		NB(1)	5390752706	140	358	146	342	3	7	143	365	2.1%	2.0%	149	349	2.1%	2.0%
12	A141	NB(2)	5270652601	206	434	205	437	3	7	209	441	1.5%	1.6%	208	444	1.5%	1.6%
		NB(3)	5260153103	241	550	240	569	3	7	244	557	1.2%	1.3%	243	576	1.3%	1.2%
		EB(1)	5310353104	634	1802	760	1773	9	22	643	1824	1.4%	1.2%	769	1795	1.2%	1.2%
13	A141	EB(2)	5310452604	314	934	335	910	9	22	323	956	2.9%	2.4%	344	932	2.7%	2.4%
		EB	5350253502	1016	1169	1054	1180	66	156	1028	1325	6.5%	13.3%	1120	1336	6.3%	13.2%
14	A141	WB	5340353502	1192	1212	1177	1231	175	67	1367	1279	14.7%	5.5%	1352	1298	14.9%	5.4%
		NB(1)	5050653502	1389	1271	1409	1339	42	100	1431	1371	3.0%	7.9%	1451	1439	3.0%	7.5%
		NB(2)	5030150506	1298	1313	1293	1322	42	100	1340	1413	3.2%	7.6%	1335	1422	3.2%	7.6%
		SB(1)	5350250506	1103	1107	1064	1253	108	42	1211	1149	9.8%	3.8%	1172	1295	10.2%	3.4%
15	Ermine Street	SB(2)	5050650301	1268	1151	1195	1254	108	42	1376	1193	8.5%	3.6%	1303	1296	9.0%	3.3%
		NB	5520350301	1256	1099	1242	1204	37	87	1293	1186	7.9%	7.9%	1279	1291	3.0%	7.2%
16	Lancaster Way	SB	5030155203	1151	1043	1080	1135	95	36	1246	1079	8.3%	3.5%	1175	1171	8.8%	3.2%
		NB(1)	5020655203	498	588	444	615	20	8	518	596	4.0%	1.4%	464	623	4.5%	1.3%
		NB(2)	5020550206	498	588	444	615	20	8	518	596	4.0%	1.4%	464	623	4.5%	1.3%
17	Ermine Street	SB(1)	5520350206	432	385	420	900	8	20	440	405	1.9%	5.2%	428	920	1.9%	2.2%
		SB(2)	5020650205	678	669	745	847	20	8	698	677	2.9%	1.2%	765	855	2.7%	0.9%
18	A141	EB	5020550401	201	158	189	9	13	5	214	163	6.5%	3.2%	202	14	6.9%	55.6%
		WB	5040150205	128	225	129	198	6	13	134	238	4.7%	5.8%	135	211	4.7%	6.6%
		NB	5020550504	507	542	592	839	7	3	514	545	1.4%	0.6%	599	842	1.2%	0.4%
		SB	5050450205	399	394	352	432	3	7	402	401	0.8%	1.8%	355	439	0.9%	1.6%
19	A14	EB(1)	5020355203	1444	1470	1505	1462	24	56	1468	1526	1.7%	3.8%	1529	1518	1.6%	3.8%
		EB(2)	5890550203	1693	1754	1829	1687	24	56	1717	1810	1.4%	3.2%	1853	1743	1.3%	3.3%
		WB(1)	5520350204	1140	1165	1111	1144	57	22	1197	1187	5.0%	1.9%	1168	1166	5.1%	1.9%
		WB(2)	5020455201	1720	1740	1688	1765	57	22	1777	1762	3.3%	1.3%	1745	1787	3.4%	1.2%
20	A14	NB	5020292006	647	585	842	721	9	3	656	588	1.4%	0.5%	851	624	1.1%	0.5%
		SB	9200758905	564	639	667	628	4	9	568	648	0.7%	1.4%	671	737	0.6%	1.2%
21	Kingfisher Way	SB(1)	5520158904	1710	1782	1753	1917	46	18	1756	1800	2.7%	1.0%	1799	1935	2.6%	0.9%
		SB(2)	5890458902	1243	1266	1238	1385	46	18	1289	1284	3.7%	1.4%	1284	1403	3.7%	1.3%
		EB(1)	5890258903	159	133	209	149	22	8	181	141	13.8%	6.0%	231	157	10.5%	5.4%
		EB(2)	5890358906	159	133	209	149	22	8	181	141	13.8%	6.0%	231	157	10.5%	5.4%
22	A141	WB(1)	5890658903	57	58	57	59	9	22	66	80	15.8%	37.9%	66	81	15.8%	37.3%
		WB(2)	5890358901	57	58	57	59	9	22	66	80	15.8%	37.9%	66	81	15.8%	37.3%
		EB	5890158218	1140	1191	1086	1295	27	10	1167	1201	2.4%	0.8%	1113	1305	2.5%	0.8%
23	Huntingdon Rd.	NB(1)	5020150202	1110	1074	1326	952	11	26	1121	1100	1.0%	2.4%	1337	978	0.8%	2.7%
		NB(2)	5020258905	1267	1329	1355	1259	11	26	1278	1355	0.9%	2.0%	1366	1285	0.8%	2.1%
24	St Peters Rd.	NB	5350353502	465	1156	561	1198	24	56	489	1212	5.2%	4.8%	585	1254	4.3%	4.7%
		SB	5350253503	1009	918	1074	958	66	25	1075	943	6.5%	2.7%	1140	983	6.1%	2.6%
25	St Peters Rd.	NB	5350153503	224	577	217	609	21	50	245	627	9.4%	8.7%	238	659	9.7%	8.2%
		SB	5350353501	753	714	777	743	60	23	813	737	8.0%	3.2%	837	766	7.7%	3.1%
26	St Peters Rd.	NB	5490253501	59	332	52	357	13	30	72	362	22.0%	9.0%	65	387	25.0%	8.4%
		SB	5350154902	477	488	479	486	40	15	517	503	8.4%	3.1%	519	501	8.4%	3.1%
27	St Peters Rd.	NB	5490154902	282	373	279	341	11	26	293	399	3.9%	7.0%	290	367	3.9%	7.6%
		SB	5490254901														