Traffic Monitoring Report 2018

Cambridgeshire County Council

cambridgeshire.gov.uk

SUMMARY

Cambridge

1.   In 2018, there were 202,155 motor vehicles entering and leaving Cambridge per 12-hour day (7am to 7pm). This is a decrease of 1% compared with 2017.

2.   The number of motor vehicles crossing the River Cam bridges within Cambridge per 12-hour day (7am to 7pm) in 2018 was 56,415. This is a decrease of 4% compared with 2017 and a decrease of 11% compared with 10 years ago.

3.   There were over 3.24 million Park and Ride journeys in 2018, representing an increase of 7% compared with 2017.

Other Urban Areas

4.   The numbers of motor vehicles entering and leaving the nine market towns per 12-hour day in 2018 were: Huntingdon 77,653, Wisbech 65,397, St. Neots 57,850, St. Ives 49,609, Ely 48,574, March 38,418, Whittlesey 34,180, Ramsey 19,642 and Chatteris 20,737.

Cycling

5.   There was a 2% decrease in cycle trips in 2018 compared with 2017 and growth of 71% from the 2004-05 average baseline.[1]

Cambridgeshire Guided Busway

6.   During 2018 there were over 4.2 million passenger journeys on the Cambridgeshire Guided Busway, representing an increase of 6% compared with 2017.

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[1] 2016 to 2018 does not include data from the counties cycle ATCs as there is not complete data for these time periods. (The ATCs make up only a small part of the total).

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1.   INTRODUCTION

Purpose of the Traffic Monitoring Report

1.1   The County Council, as Highway Authority, is responsible for all public roads within the county, except for the motorway and trunk road network, which is operated and maintained by Highways England. In order to fulfil its functions, the County Council requires up to date information on vehicle flows, flow composition, vehicle occupancy and overall trends. This information is used:-

- to identify and justify transport schemes;
- to assist in the priority ranking of schemes ;
- for strategic planning;
- for development control purposes;
- in road maintenance assessments;
- in road safety investigations;
- in the environmental assessment of schemes;
- for the monitoring of targets;
- to provide a database of information.

1.2   This report examines traffic and travel trends for both rural and urban roads within the county. Where appropriate, trends are compared with national statistics.

Variability in Traffic Counts

1.3   Much of the information in this report is based on twelve-hour manual traffic counts.

1.4   Due to the random nature of traffic flow, even if counted under identical conditions the number of vehicles recorded in these samples will fluctuate. The associated uncertainty reduces (in percentage terms) as the number of vehicles increases.

1.5   More serious, and much harder to quantify, is potential systematic variation due to differing circumstances when counts are carried out. Three examples are:-

- Roadworks, accidents or other incidents causing vehicle diversions;
- Changes in travel mode due to weather;
- Unusual events (e.g. sport or entertainment events) causing untypical traffic patterns.

1.6   Care is taken to minimise the potential for systematic variation, but, inevitably, there is no guarantee that it is completely eliminated.

1.7   Because of random and possible systematic variation, caution is needed when interpreting observed changes in traffic from one year to the next.

2.   CAMBRIDGE CITY

Introduction

2.1   Traffic flows have been monitored comprehensively in Cambridge since 1978 using two screenlines.

2.2   The first screenline runs along the River Cam, with vehicles, pedestrians and cyclists crossing all bridges in the city centre being counted in the spring of each year.

2.3   The second screenline is a radial cordon, with vehicles, pedestrians and cyclists on every entry and exit route counted in the autumn. Seven sites are also monitored to count cyclists and pedestrians on paths between the radial routes.

River Cam Screenline

2.4   Vehicles and pedestrians crossing the River Cam urban screenline in April 2018 are shown in Table 2.1. The figures include cycle and pedestrian traffic on the City's River Cam cycle and pedestrian bridges.

Table 2.1   Vehicles Crossing the River Cam - April 2018

Vehicle Type	VEHICLES	
	12 Hour Flow	Modal Split
Motor Cycles	1,031	1%
Cars & Taxis	45,986	39%
Light Goods	7,127	6%
Heavy Goods	749	1%
Bus & Coach	1,522	1%
All motor vehicles	56,415	48%
Pedal cycles	31,753	27%
Pedestrians	28,630	25%
Total (All modes)	116,797	100%

2.5   Traffic trends across the River Cam since 2014 are shown in Table 2.2

Table 2.2 Traffic Growth on the Urban River Cam Screenline

Vehicle Type	INDEX (2007=100)						Change 2017 to 2018
	2008	2014	2015	2016	2017	2018	
Motorcycles	100	120	106	115	80	118	48%
Cars	100	93	91	90	93	89	-4%
Light Goods Vehicles	100	99	97	97	97	94	-3%
Heavy Goods Vehicles	100	71	71	77	82	58	-30%
Bus & Coach	100	86	94	83	84	77	-8%
All motor vehicles	100	93	92	91	93	89	-4%
Pedal Cycles[2]	100	185	165	171	177	164	-8%

2.6   The number of motor vehicles observed crossing the River Cam last year was 4% less than in 2017 and 11% less than ten years ago.

2.7   The number of cyclists crossing the River Cam last year was 64% higher than ten years ago.

2.8   Figure 2.1 below shows total motor vehicles crossing the River Cam over the last ten years.

Figure 2.1   Motor Vehicle Traffic Crossing River Cam
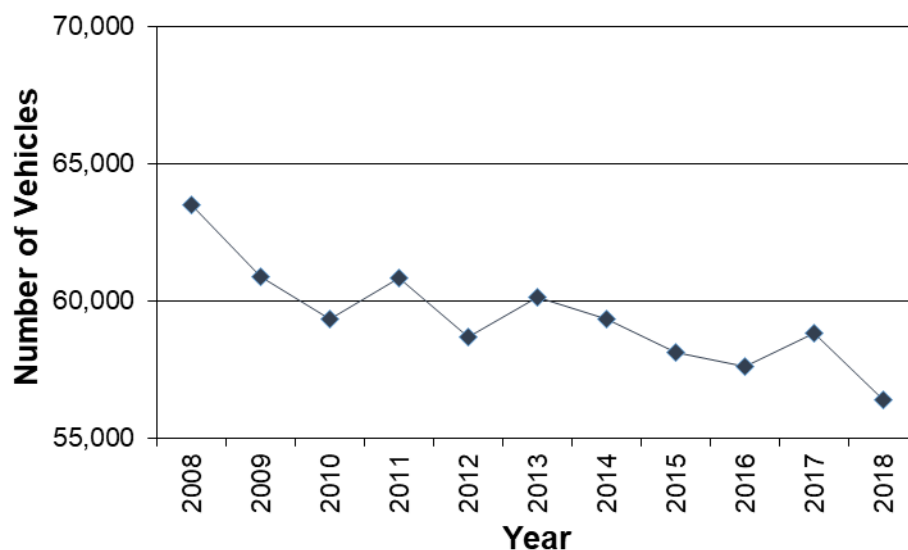
2.9   Figure 2.2 below shows flows by time of day. The morning and evening peaks are less pronounced than on the Cambridge radials (shown in Figure 2.4).

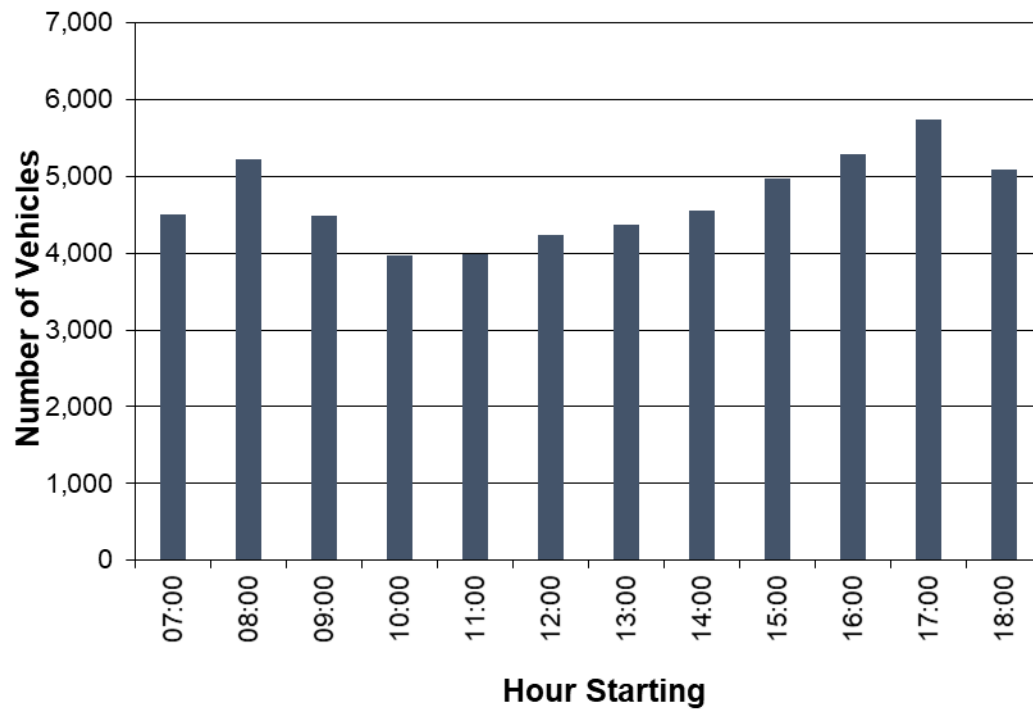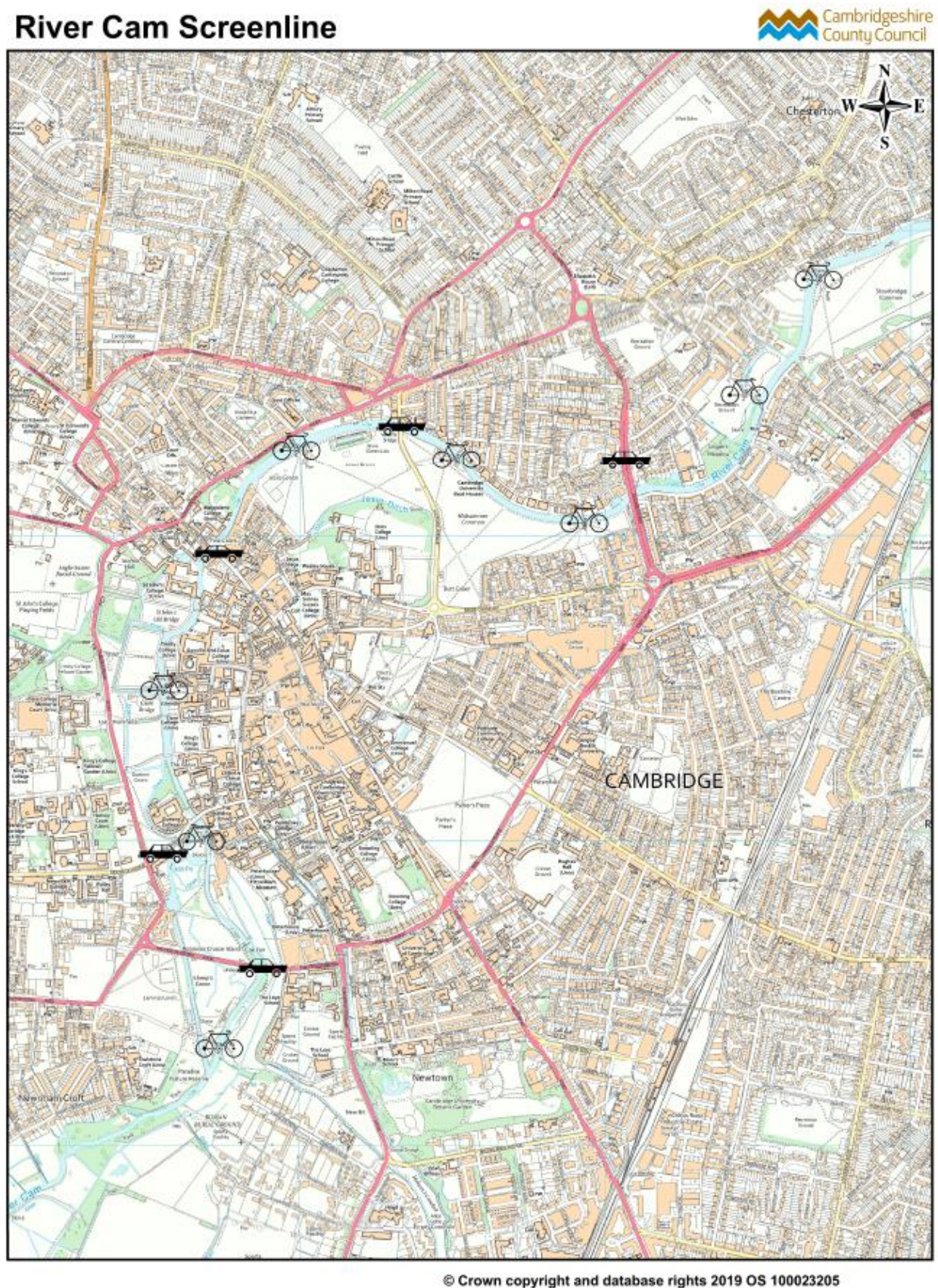[2] Pedal cycle growth is based on 2-day average figures

Figure 2.2   River Cam Screenline flows by Time of Day 2018

Figure 2.3

River Cam Screenline

Cambridge Radial Cordon

2.10   Table 2.3 records the numbers of vehicles crossing the Cambridge radial cordon.   Table 2.3 includes 4,439 pedal cyclists and 2,687 pedestrians on paths between the radial routes.

**Table 2.3   Vehicles Crossing the Cambridge Radial Cordon - October 2018**

Vehicle Type	VEHICLES	
	12 Hr Flow	Modal Split
Motor Cycles	1,691	1%
Cars & Taxis	169,713	78%
Light Goods	24,035	11%
Heavy Goods	4,874	2%
Bus & Coach	1,842	1%
All motor vehicles	202,155	92%
Pedal cycles	11,996	5%
Pedestrians	4,529	2%
Total (All modes)	218,680	100%

2.11   Changes in traffic on the City's radial routes are recorded in Table 2.4 and Figure 2.4.

2.12   In 2018, there were 202,155 motor vehicles entering and leaving Cambridge per 12-hour day (7am to 7pm). This represents a decrease of 1% compared with 2017.

Table 2.4 Traffic Growth on the Cambridge Radial Cordon

Vehicle Type	INDEX (2008=100)						Change 2017 to 2018
	2008	2014	2015	2016	2017	2018	
Motorcycles	100	92	96	103	82	80	-3%
Cars	100	108	111	111	109	108	-1%
Light Goods Vehicles	100	99	102	101	111	111	0.2%
Heavy Goods Vehicles	100	99	139	142	102	116	14%
Bus & Coach	100	77	104	103	85	79	-7%
All motor vehicles	100	107	110	110	109	108	-1%
Pedal cycles	100	152	161	180	150	166	10%

2.13   There was an increase of 10% in cyclists crossing the cordon in 2018 compared to 2017, and overall growth of 66% over the past ten years.

Figure 2.4 Motor vehicles entering and leaving Cambridge
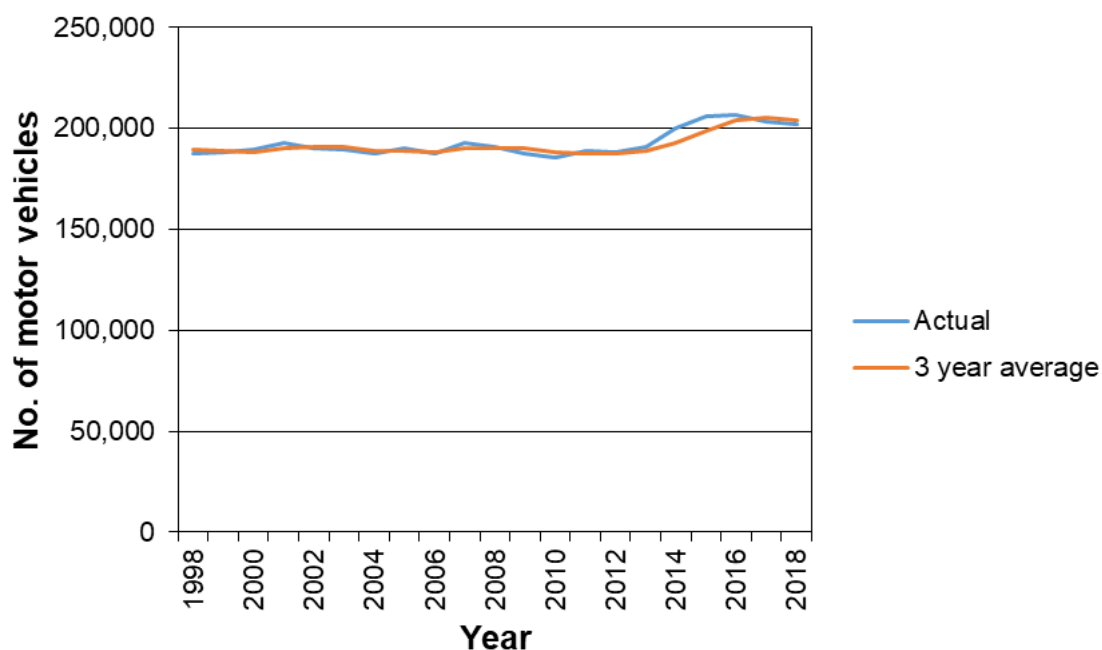
2.14   Figure 2.5 shows flows by time of day. The morning and evening peaks are more pronounced than on the River Cam Screenline.

Figure 2.5 Cambridge radial traffic by time of day 2018
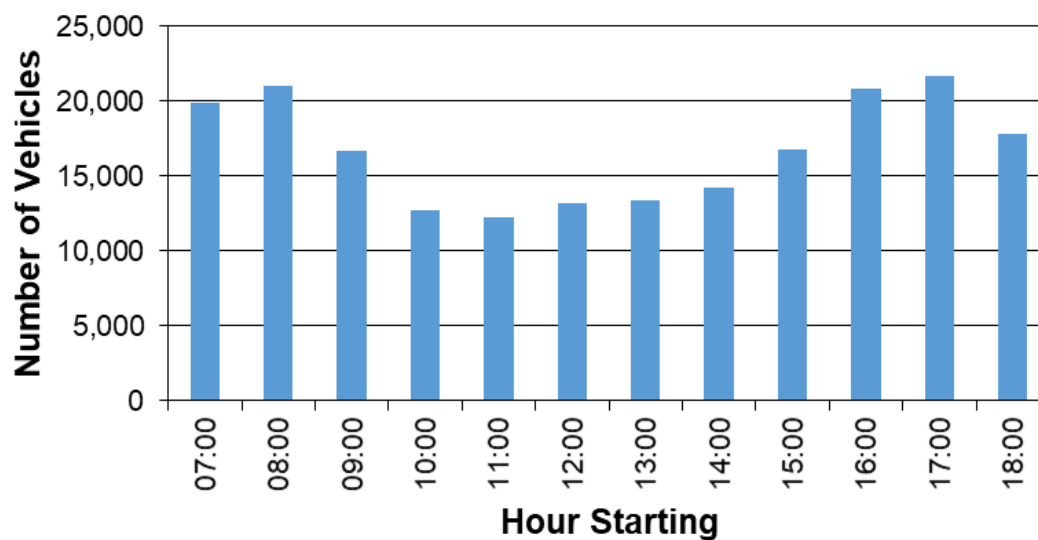
Figure 2.6

Cambridge Radial Cordon
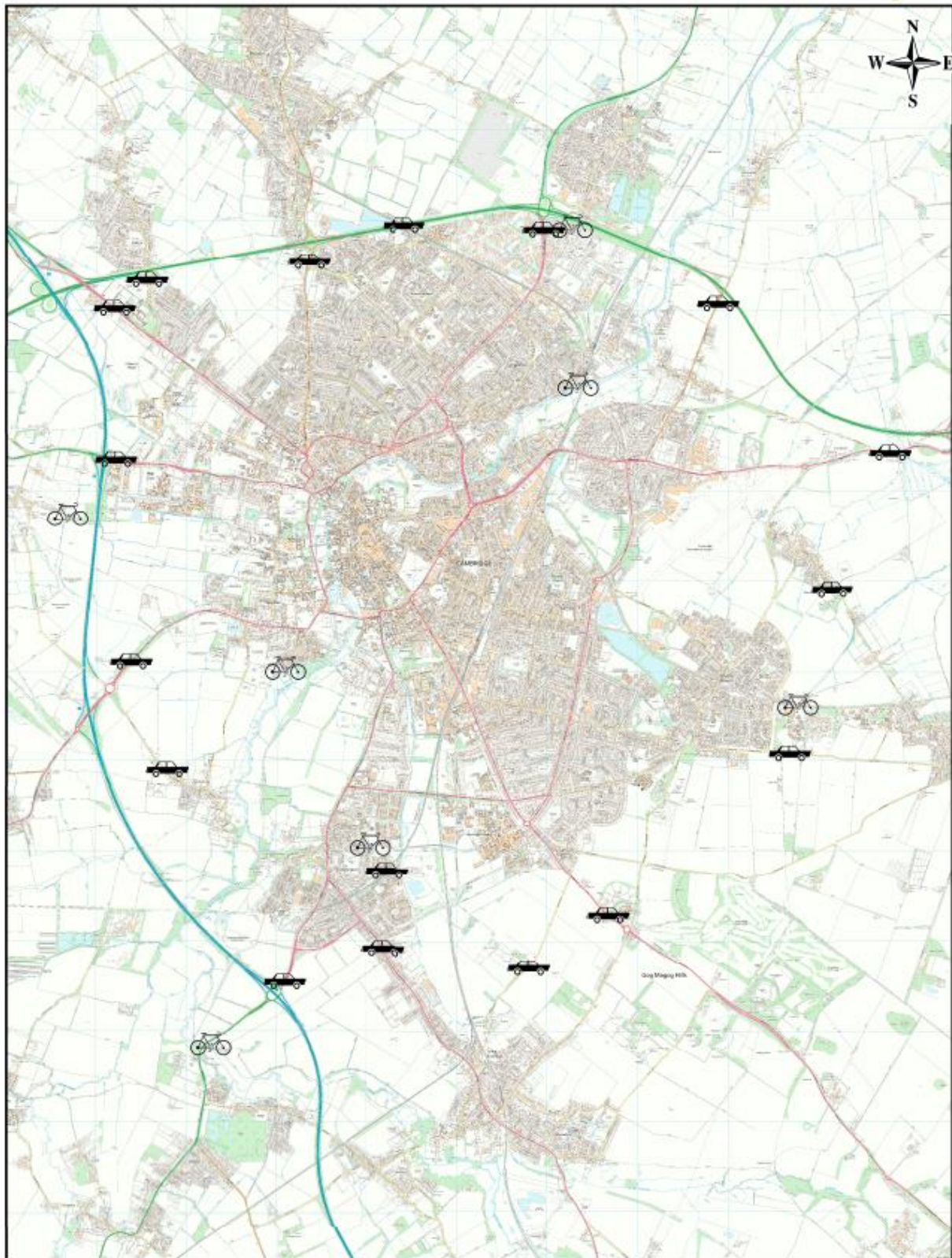
Park and Ride

2.15   Passenger journey numbers are shown in Figure 2.7 and Table 2.5

2.16   There were over 3.24 million Park and Ride passenger journeys in 2018, an increase of 7% from 2017.

Table 2.5   Annual Journey Figures

Site	2014	2015	2016	2017	2018
Total (All Sites)	3,523,505	3,183,708	3,138,156	3,021,443	3,245,819

Figure 2.7   Park and Ride Passenger Journeys
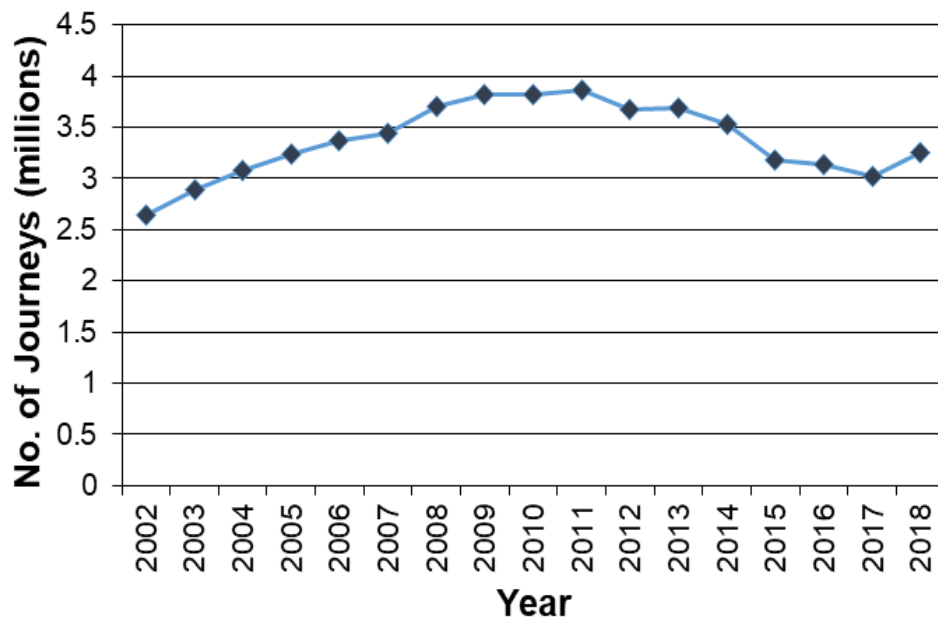
3.   TOWN MONITORING

Introduction

3.1   The market town monitoring programme was extended in 2004 to include three more towns: Chatteris, Ramsey and Whittlesey.

3.2   For each town there is an outer cordon. The total number of vehicles crossing the cordon provides an estimate of traffic entering and leaving the town.

St. Neots

3.3   The locations of the monitoring points are shown in Figure 3.1 and the results are summarised in Tables 3.1.

3.4   Just under 58,000 motor vehicles, 914 pedal cycles and over 3000 pedestrians enter and leave St. Neots between 7.00 am and 7.00 pm each day (two-way flows).

Table 3.1   Vehicles Entering & Leaving St. Neots

Vehicle Type	Vehicles							
	VEHICLE INDEX						2018 12 Hour Flow	2018 Modal Split
	2008	2014	2015	2016	2017	2018		
Motor Cycles	100	136	118	88	112	122	254	0.4%
Cars & Taxis	100	112	115	116	121	120	49,376	80%
Light Goods	100	102	95	96	113	104	6,678	11%
Heavy Goods	100	110	118	172	107	161	1284	2%
Bus & Coach	100	77	46	62	45	41	258	0.4%
All Motor Vehicles	100	110	111	113	119	117	57,850	93%
Pedal cycles	100	107	95	107	118	108	914	1%
Pedestrians	100	96	117	98	127	107	3,158	5%
Total (All modes)	100	109	111	113	119	117	61,922	100%

Figure 3.1

St Neots

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Huntingdon
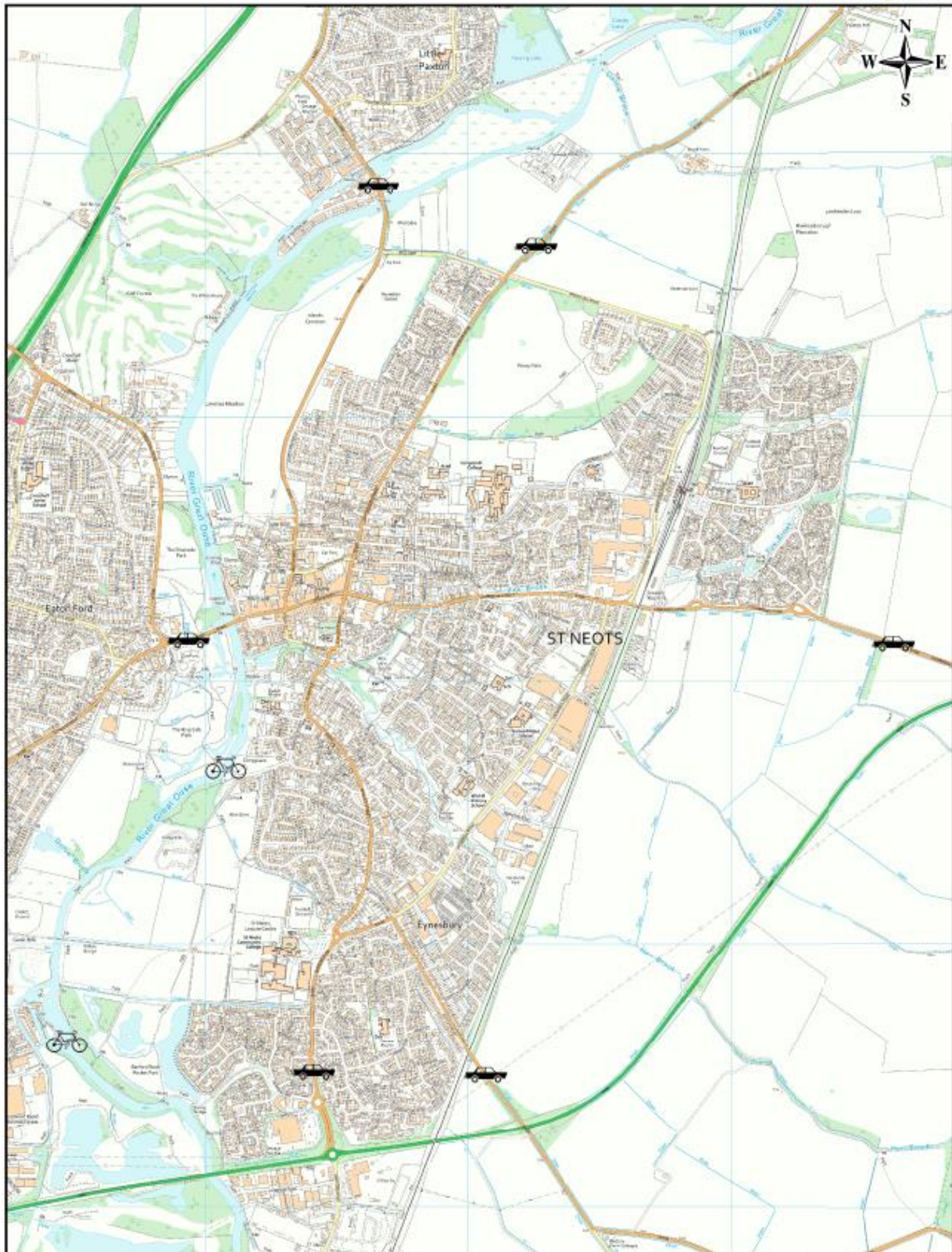
3.5   The locations of the monitoring points are shown in Figure 3.2 and the results are summarised in Table 3.2.

3.6   77653 motor vehicles, over 1300 pedal cycles and over 2,000 pedestrians enter and leave Huntingdon between 7.00 am and 7.00 pm each day (two-way flows).

Table 3.2   Vehicles Entering & Leaving Huntingdon

Vehicle Type	Vehicles							
	VEHICLE INDEX						2018 12 Hour Flow	2018 Modal Split
	2008	2014	2015	2016	2017	2018		
Motor Cycles	100	97	81	103	88	99	381	0.5%
Cars & Taxis	100	98	101	101	103	102	66888	82%
Light Goods	100	98	93	94	100	102	8486	10%
Heavy Goods	100	96	85	122	88	118	1472	2%
Bus & Coach	100	107	59	82	54	52	426	1%
All Motor Vehicles	100	98	99	100	102	101	77653	96%
Pedal cycles	100	83	50	105	69	108	1379	2%
Pedestrians	100	157	157	152	144	150	2109	3%
Total (All modes)	100	99	99	101	102	102	81141	100%

Figure 3.2

Huntingdon
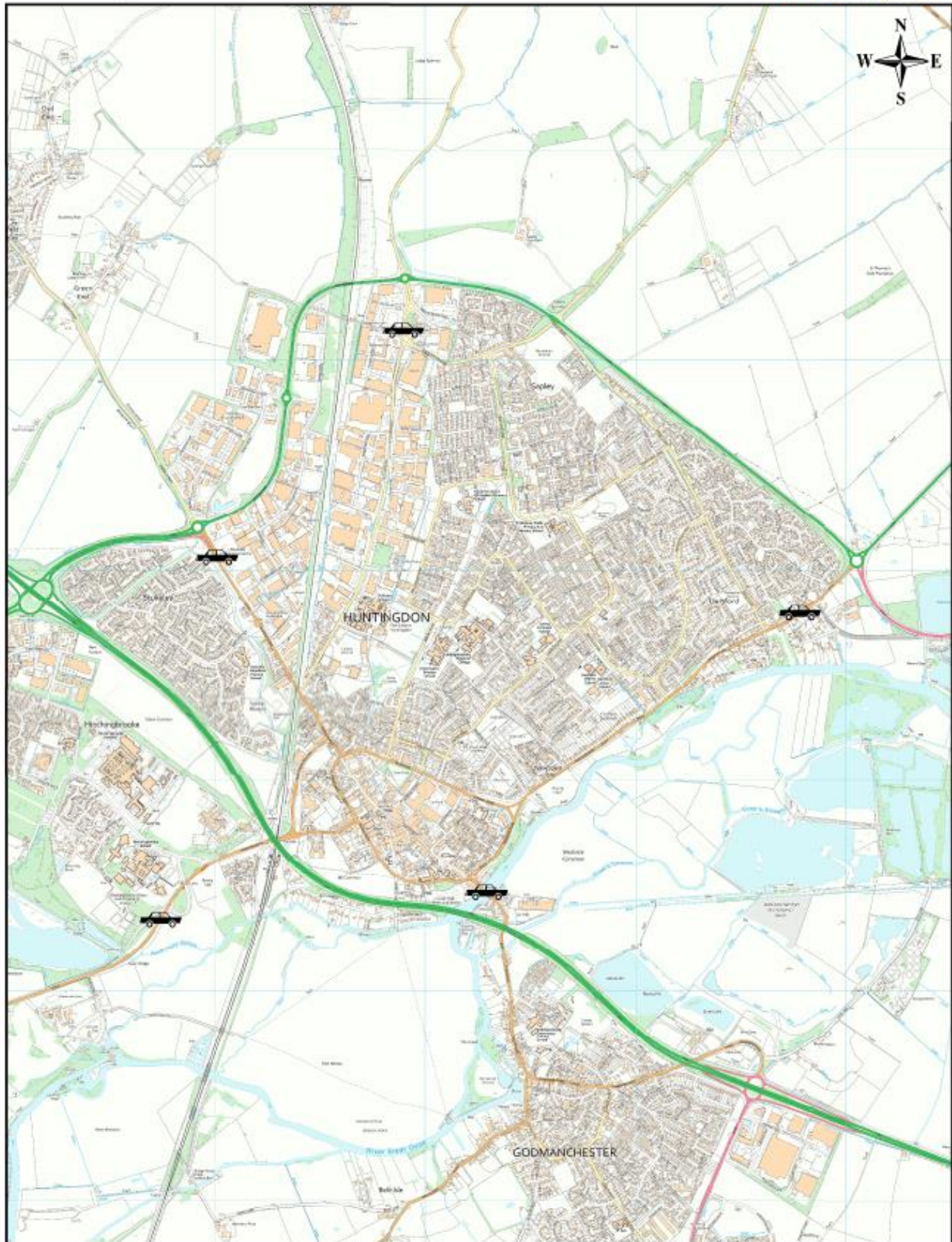
St. Ives

3.7   The locations of the outer cordon monitoring points are shown in Figure 3.3 and the results are summarised in Table 3.3.

3.8   Just under 50,000 motor vehicles, 1,401 pedal cycles and 2,843 pedestrians enter and leave St. Ives between 7.00 am and 7.00 pm each day (two-way flows).

Table 3.3   Vehicles Entering & Leaving St. Ives

Vehicle Type	Vehicles							
	VEHICLE INDEX						2018 12 Hour Flow	2018 Modal Split
	2008	2014	2015	2016	2017	2018		
Motor Cycles	100	48	98	78	98	69	230	0%
Cars & Taxis	100	103	106	110	104	108	42256	78%
Light Goods	100	107	98	101	112	98	5238	10%
Heavy Goods	100	105	102	159	99	121	1382	3%
Bus & Coach	100	139	106	121	97	86	503	1%
All Motor Vehicles	100	103	105	110	105	106	49609	92%
Pedal cycles	100	81	139	146	178	167	1401	3%
Pedestrians	100	113	137	82	126	134	2843	5%
Total (All modes)	100	103	107	109	107	108	53853	100%

Figure 3.3

St Ives

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Wisbech
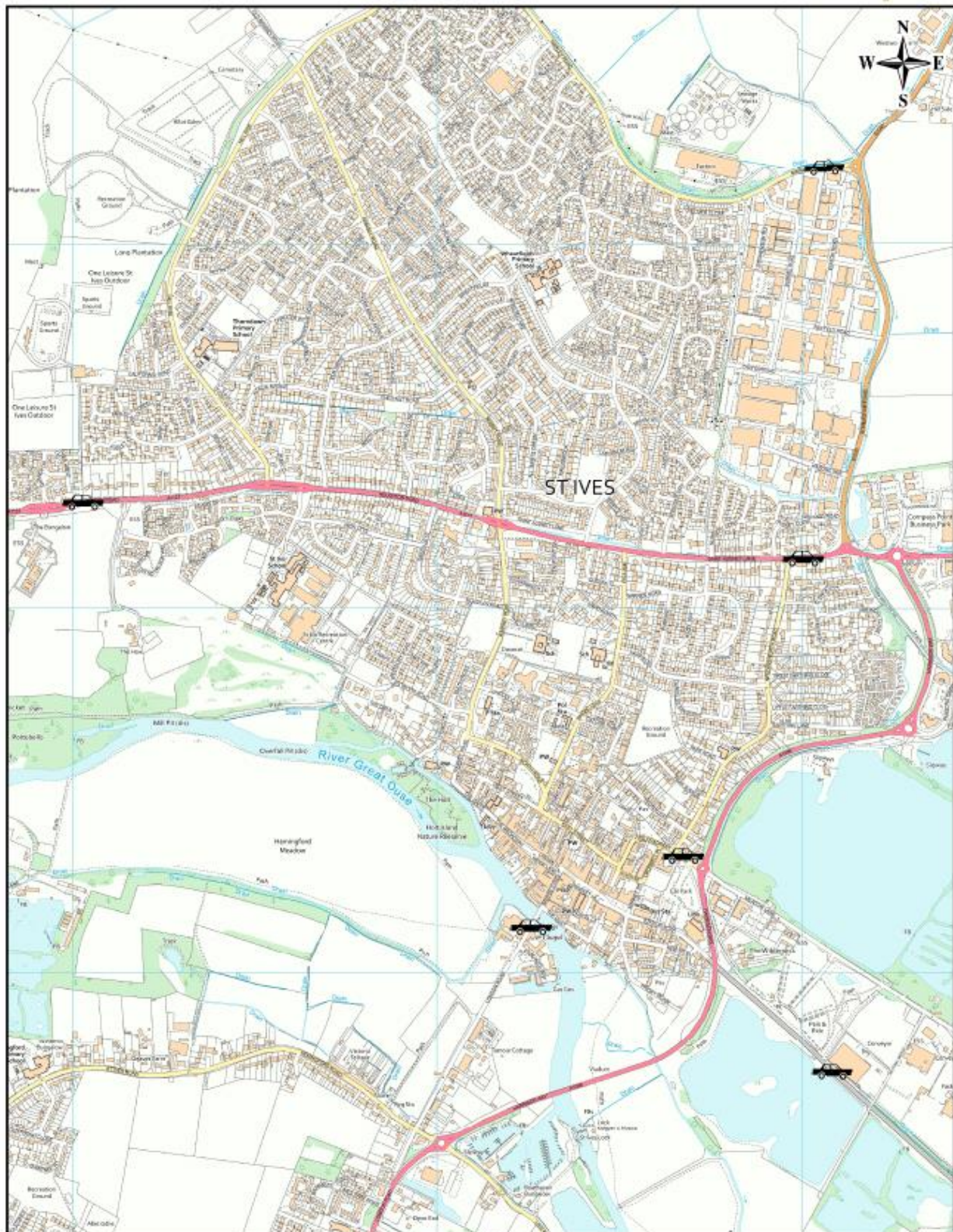
3.9   The locations of the outer cordon monitoring points are shown in Figure 3.4 and the results are summarised in Table 3.4.

3.10 Over 65,000 motor vehicles, 300 pedal cycles and 900 pedestrians enter and leave Wisbech between 7.00 am and 7.00 pm each day (two-way flows).

Table 3.4   Vehicles Entering & Leaving Wisbech

Vehicle Type	Vehicles						2018 12 Hour Flow	2018 Modal Split
	VEHICLE INDEX							
	2008	2014	2015	2016	2017	2018		
Motor Cycles	100	84	98	78	104	80	279	0%
Cars & Taxis	100	110	113	113	113	113	52607	79%
Light Goods	100	102	94	87	98	91	8529	13%
Heavy Goods	100	78	62	91	82	96	3678	6%
Bus & Coach	100	87	51	76	43	39	304	0%
All Motor Vehicles	100	106	106	107	108	107	65397	98%
Pedal cycles	100	150	169	132	156	152	345	1%
Pedestrians	100	146	150	124	161	156	912	1%
Total (All modes)	100	107	106	107	108	108	66654	100%

Figure 3.4

March
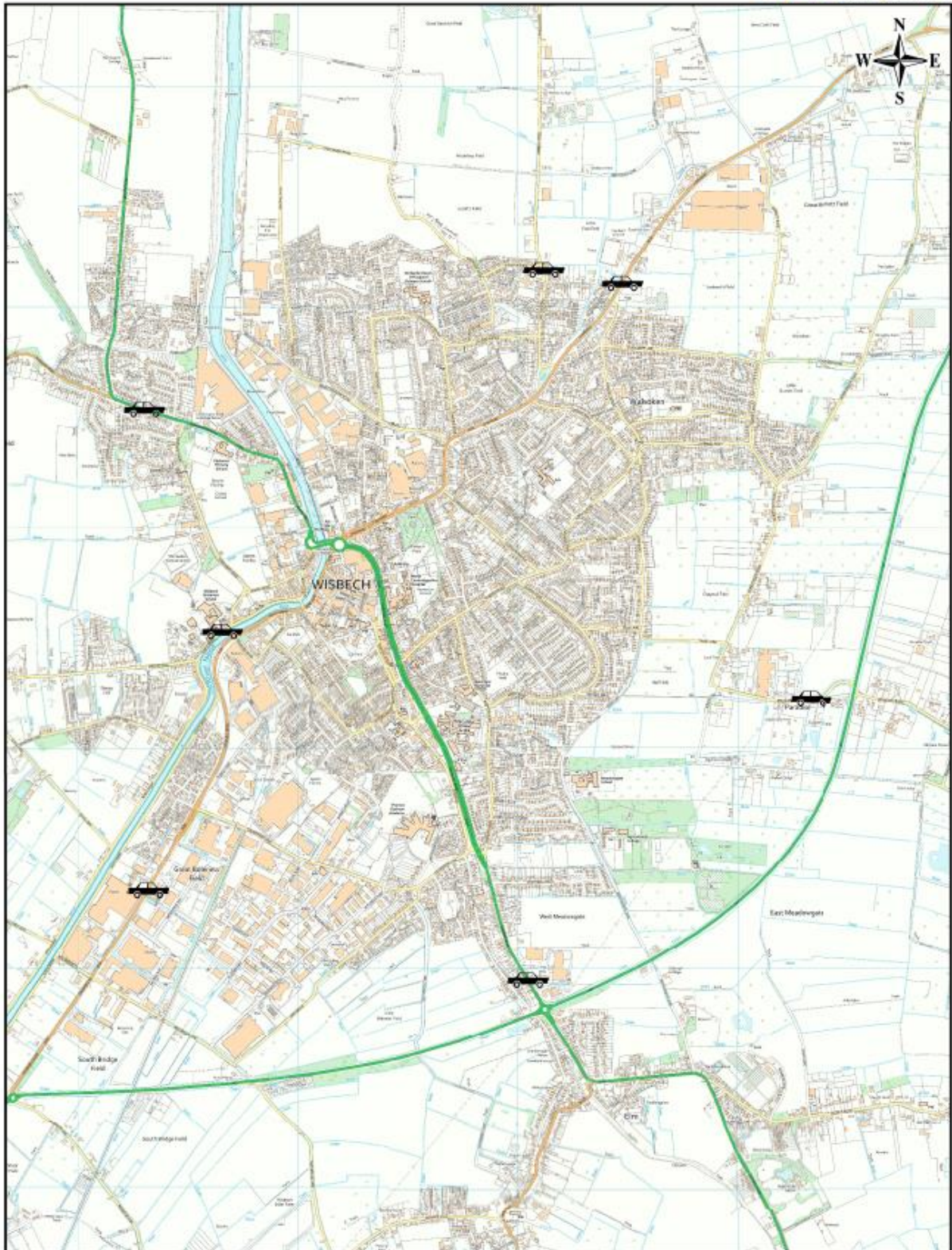
3.11   The locations of the monitoring points are shown in Figure 3.5 and the results are summarised in Table 3.5.

3.12   Over 38,000 motor vehicles, 751 pedal cycles and 1417 pedestrians enter and leave March each day (two-way flows).

Table 3.5   Vehicles Entering & Leaving March

| Vehicle Type	Vehicles							
	VEHICLE INDEX						2018 12 Hour Flow	2018 Modal Split
	2008	2014	2015	2016	2017	2018		
Motor Cycles	100	58	64	52	73	71	173	0.4%
Cars & Taxis	100	97	98	98	101	106	31622	78%
Light Goods	100	104	100	96	103	112	5308	13%
Heavy Goods	100	81	74	121	78	142	1150	3%
Bus & Coach	100	117	43	100	49	39	165	0.4%
All Motor Vehicles	100	97	97	98	100	106	38418	95%
Pedal cycles	100	69	65	67	76	91	751	2%
Pedestrians	100	80	122	83	83	130	1417	3%
Total (All modes)	100	96	97	97	99	107	40586	100%
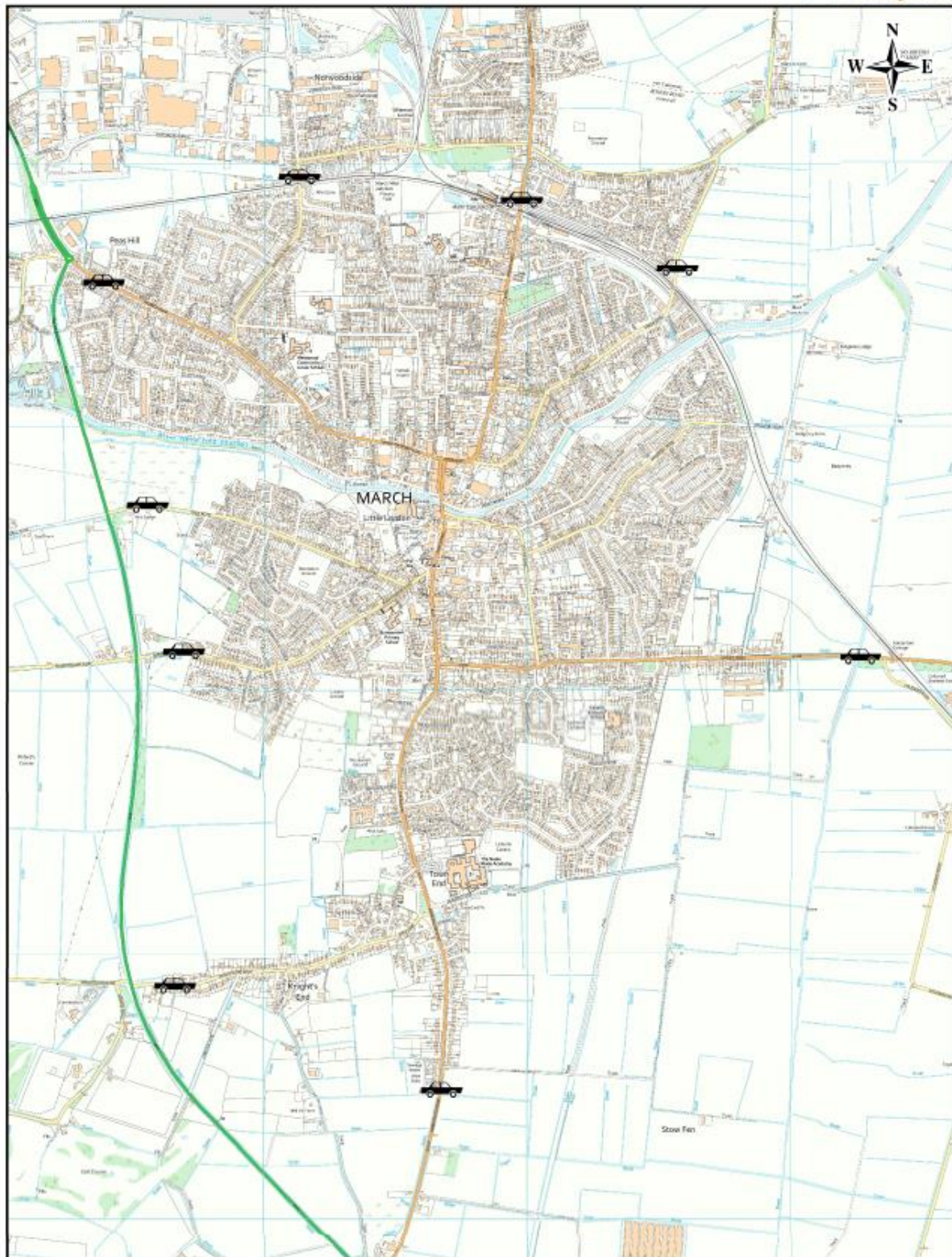
Figure 3.5

Ely

3.13   The locations of the outer cordon monitoring points are shown in Figure 3.6 and the results are summarised in Table 3.6.

3.14   Just over 48,500 motor vehicles, 1010 pedal cycles and over 2,500 pedestrians enter and leave Ely between 7.00 am and 7.00 pm each day (two-way flows).

Table 3.6   Vehicles Entering & Leaving Ely

Vehicle Type	Vehicles						2018 12 Hour Flow	2018 Modal Split
	VEHICLE INDEX							
	2008	2014	2015	2016	2017	2018		
Motor Cycles	100	90	78	69	81	114	259	0.5%
Cars & Taxis	100	108	112	118	117	123	42023	80%
Light Goods	100	89	92	86	96	98	4931	9%
Heavy Goods	100	75	92	99	95	117	1123	2%
Bus & Coach	100	113	69	99	51	52	238	0%
All Motor Vehicles	100	105	108	113	113	119	48574	93%
Pedal cycles	100	143	127	137	156	173	1010	2%
Pedestrians	100	126	121	125	148	156	2673	5%
Total (All modes)	100	106	109	114	115	121	52257	100%

Figure 3.6

Ely

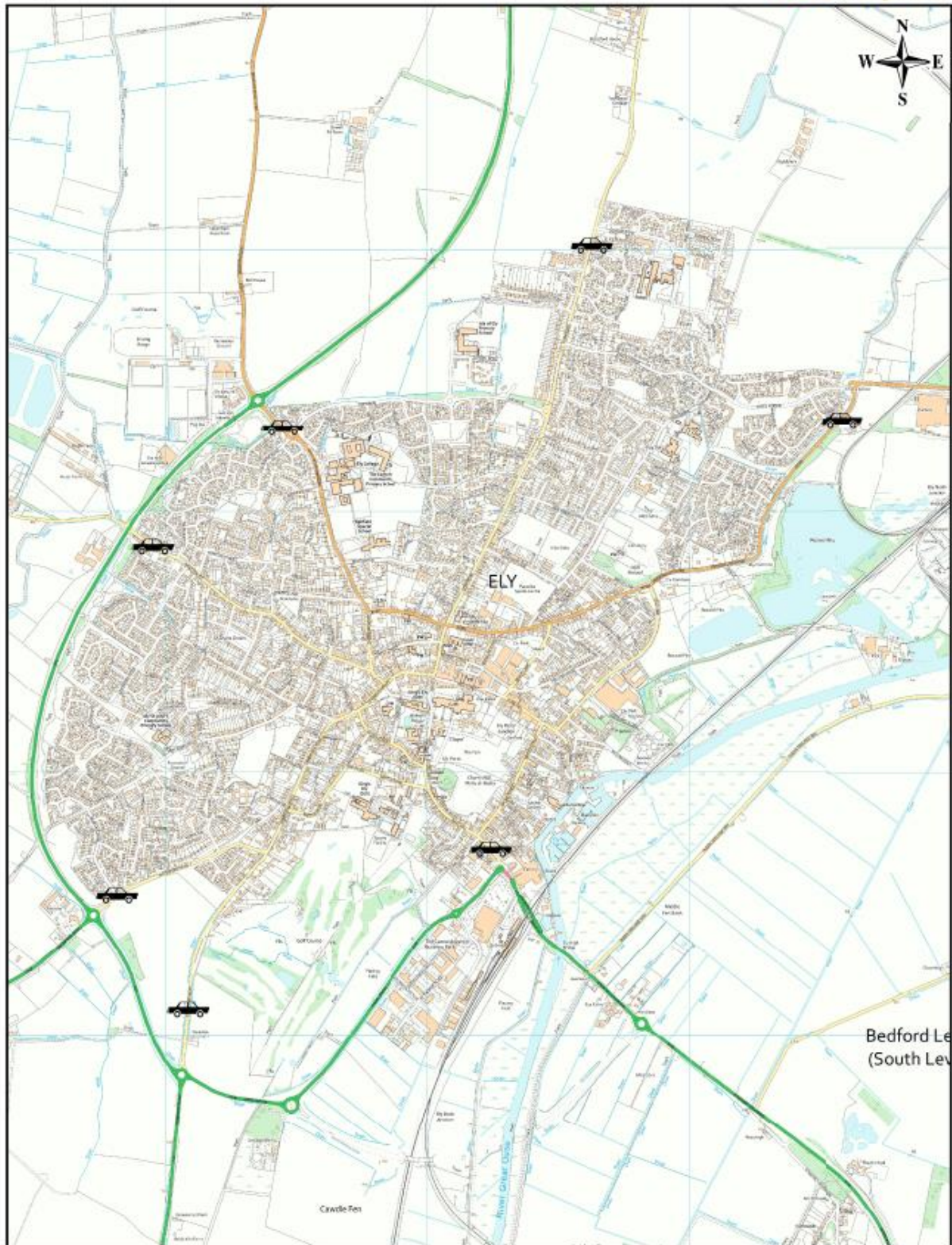© Crown copyright and database rights 2019 OS 100023205

Chatteris

3.15   The locations of the outer cordon monitoring points are shown in Figure 3.7 and the results are summarised in Table 3.7.

3.16   Over 20,000 motor vehicles, 28 pedal cycles and over 200 pedestrians enter and leave Chatteris between 7.00 am and 7.00 pm each day (two-way flows).

Table 3.7   Vehicles Entering & Leaving Chatteris

Vehicle Type	Vehicles						2018 12 Hour Flow	2018 Modal Split
	VEHICLE INDEX							
	2008	2014	2015	2016	2017	2018		
Motor Cycles	100	119	71	233	119	51	51	0.2%
Cars & Taxis	100	108	103	114	109	123	17277	82%
Light Goods	100	107	86	91	96	97	2757	13%
Heavy Goods	100	72	63	120	110	110	542	3%
Bus & Coach	100	110	53	102	49	43	110	1%
All Motor Vehicles	100	107	98	111	106	117	20737	99%
Pedal cycles	100	41	42	46	119	35	28	0.1%
Pedestrians	100	153	113	156	312	138	236	1%
Total (All modes)	100	107	98	111	108	117	21001	100%

Figure 3.7

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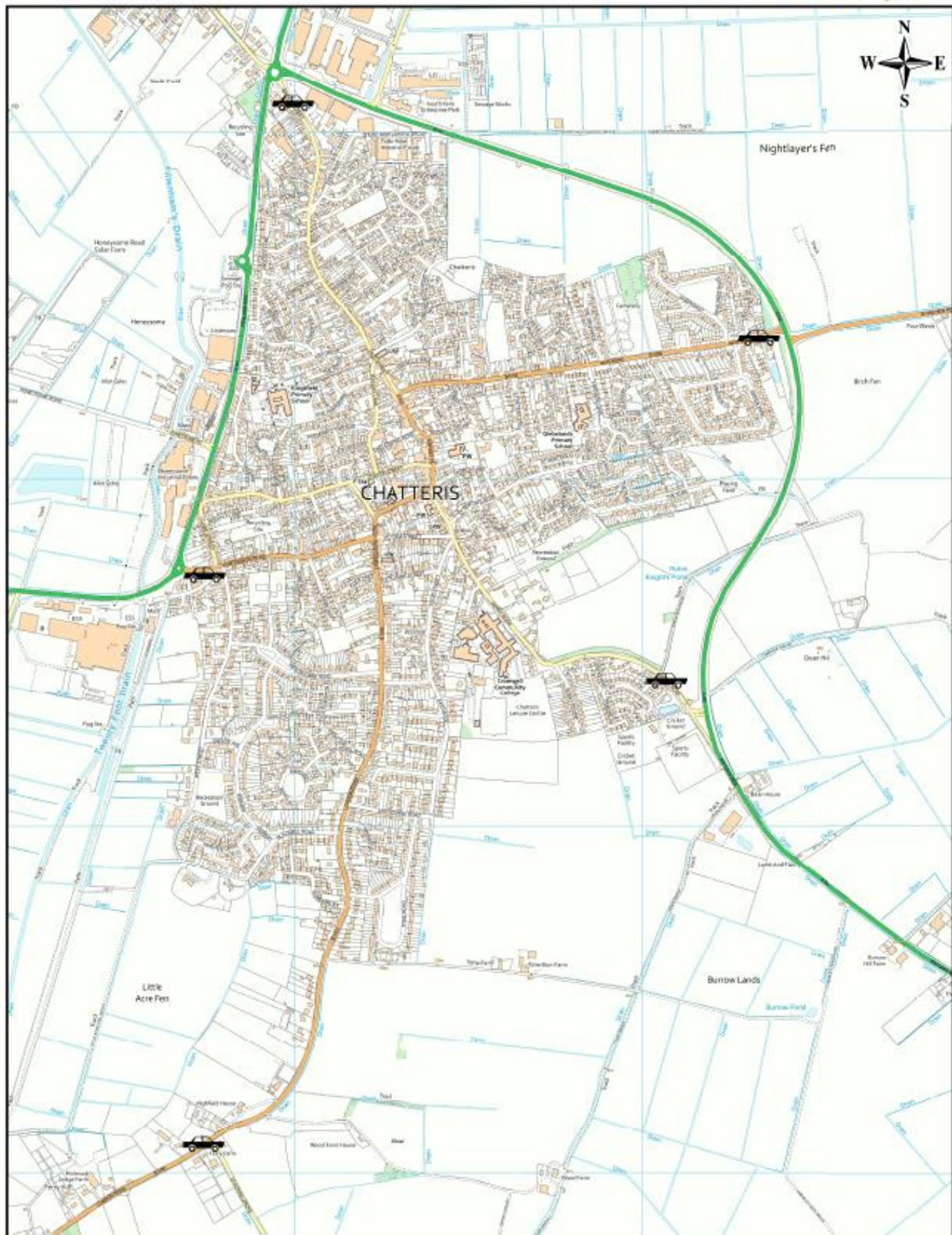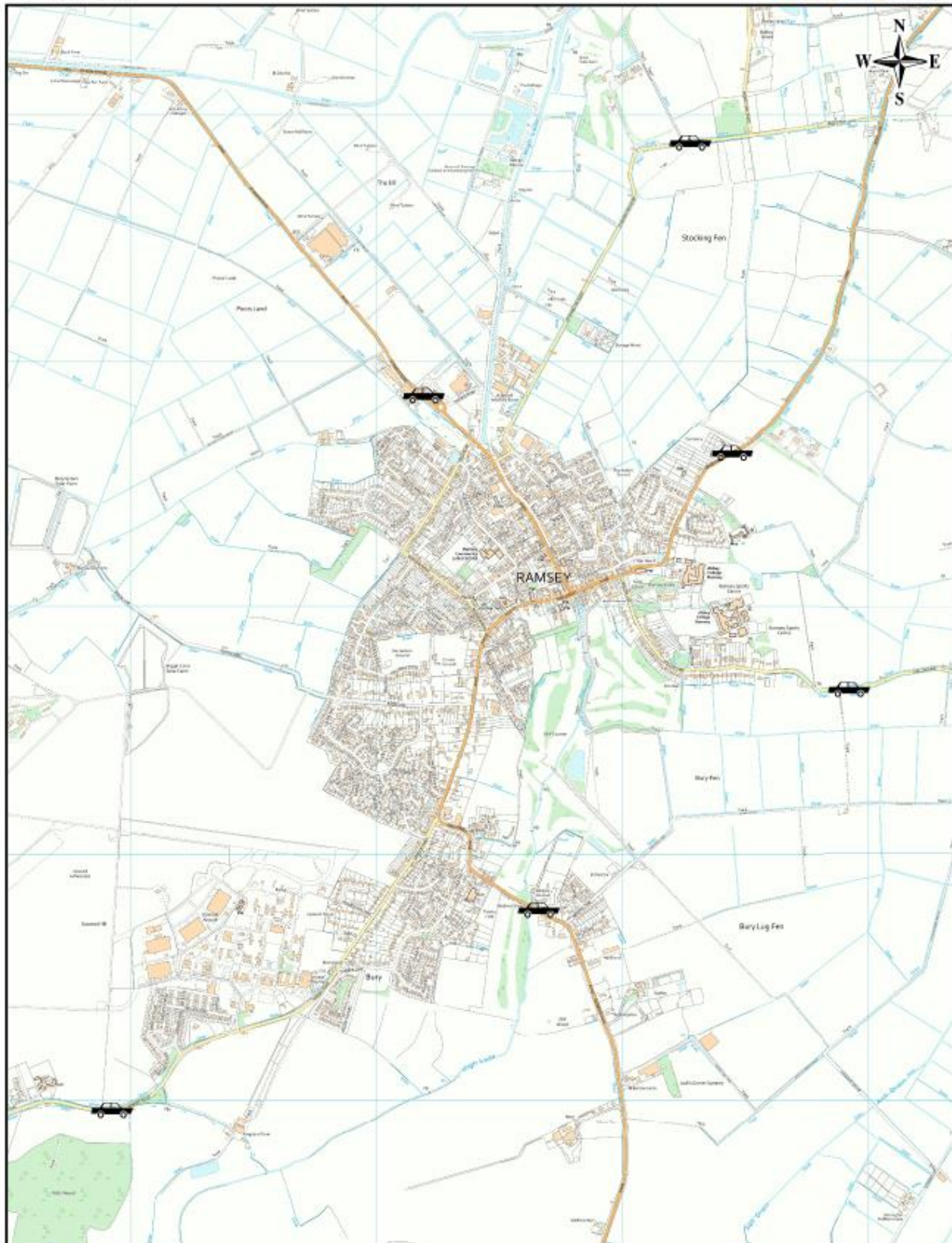
Ramsey

3.17   The locations of the outer cordon monitoring points are shown in Figure 3.8 and the results are summarised in Table 3.8.

3.18   Just under 20,000 motor vehicles, 45 pedal cycles and 172 pedestrians enter and leave Ramsey between 7.00 am and 7.00 pm each day (two-way flows).

Table 3.8   Vehicles Entering & Leaving Ramsey

Vehicle Type	Vehicles						2018 12 Hour Flow	2018 Modal Split
	VEHICLE INDEX							
	2008	2014	2015	2016	2017	2018		
Motor Cycles	100	89	89	61	64	64	79	0%
Cars & Taxis	100	105	106	105	108	107	16107	81%
Light Goods	100	102	93	101	113	101	2568	13%
Heavy Goods	100	91	86	143	91	136	775	4%
Bus & Coach	100	96	63	101	63	59	113	1%
All Motor Vehicles	100	104	103	105	107	106	19642	99%
Pedal cycles	100	102	116	98	61	80	45	0.2%
Pedestrians	100	153	93	80	127	118	172	1%
Total (All modes)	100	105	103	105	107	106	19859	100%

Figure 3.8

Ramsey

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Whittlesey

3.19　The locations of the outer cordon and inner screenline monitoring points are shown in Figure 3.9 and the results are summarised in Tables 3.9.

3.20　Over 34,000 motor vehicles, 259 pedal cycles and 378 pedestrians enter and leave Whittlesey between 7.00 am and 7.00 pm each day (two-way flows).

Table 3.9　　Vehicles Entering and Leaving Whittlesey

Vehicle Type	Vehicles							
	VEHICLE INDEX						2018 12 Hour Flow	2018 Modal Split
	2008	2014	2015	2016	2017	2018		
Motor Cycles	100	56	41	59	85	63	152	0.4%
Cars & Taxis	100	102	104	107	110	113	26547	76%
Light Goods	100	105	94	98	111	105	5428	16%
Heavy Goods	100	147	105	127	116	129	1946	6%
Bus & Coach	100	71	43	41	26	25	107	0%
All Motor Vehicles	100	104	101	105	109	111	34180	98%
Pedal cycles	100	101	68	176	167	137	259	0.7%
Pedestrians	100	121	90	181	155	175	378	1%
Total (All modes)	100	104	101	106	110	111	34817	100%

Figure 3.9

Whittlesey

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4.   CYCLE MONITORING

4.1   The numbers of cyclists using particular routes over the past ten years is shown in Table 3 in Appendix 2.

Growth in Cycling

4.2   Cycling growth is measured by the overall increase across a number of automatic and manual count points located throughout Cambridgeshire, giving a large, robust sample.

4.3   There was a 2% decrease in cycle trips in 2018 compared with 2017. Overall growth from the 2004-05 average baseline is 71%, which is better than the Council's target of 33.6%.[3]

4.4   The River Cam bridge surveys undertaken in April are a major component of the index

Table 4.1   Cambridgeshire Cycle Flows at Selected Locations

Year	Increase from 2004-2005 average baseline
2014	56%
2015	63%
2016	59%
2017	74%
2018	71%

Journey to Work by Pedal Cycle

4.5   Data from the 2011 national census shows that 30% of journeys to work by Cambridge residents are by pedal cycle. For Cambridgeshire as a whole the figure is 9.7%, which is much higher than the average of 3% for England.

4.6   The latest available data from the Department for Transport's walking and cycling statistics, published in August 2018, shows that in the 12 months ending mid November 2017, 26.1% of adults in Cambridgeshire cycled at least once a week. The corresponding figure for Cambridge is 54.2%, which is the highest in the country. [4]

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[3] 2016 to 2018 does not include data from the counties cycle ATCs as there is not complete data for these time periods. (The ATCs make up only a small part of the total).

[4] Data source: https://www.gov.uk/government/statistical-data-sets/walking-and-cycling-statistics-cw
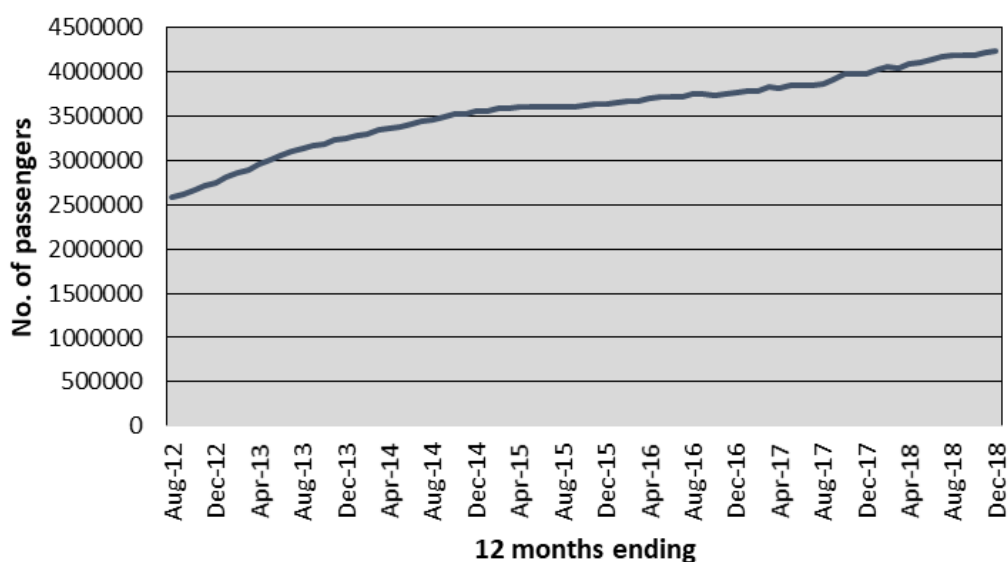
5.   THE BUSWAY

Introduction

5.1   The Busway opened on 7th August 2011. This chapter contains some data about use of the Busway, including numbers of bus passengers, cyclists and pedestrians.

Passenger Journeys

5.2   During 2018 there were over 4.2 million bus passenger journeys on the Busway. This is an increase of 6% compared with 2017. The busway usage trend is shown in Figure 5.1 below

Figure 5.1   Guided   Busway   Passenger   Journeys   12-month Rolling Total

Cyclists and Pedestrians Using the Busway Maintenance Track

5.3   Table 5.1 below shows numbers of cyclists and pedestrians using the maintenance track beside the Busway on a 12-hour day (between 7am and 7pm) in autumn 2018.

Table 5.1   Cyclists and pedestrians using the maintenance track

	St. Ives Park and Ride Site	Under A14, Impington	Trumpington
Cyclists	377	1628	1911
Pedestrians	557	212	603

APPENDIX 1   DEFINITIONS

General

Traffic Flow   The number of motor vehicles in a given period of time, expressed as a two-way total.

12 hour flow   Traffic flow in the period between 7 am and 7 pm. This is the usual period observed for manual traffic surveys.

ATC   Automatic Traffic Counters are battery powered wire loop detectors operating from permanent loops cut into the road. The loops create a magnetic field, which is disturbed when a vehicle passes over it.

MCC   Manual Classified Count is a traffic count undertaken by manual observation, recorded and classified by vehicle type and time period.

Screenline   An imaginary line drawn across a transport corridor (often following a physical barrier such as a river or a railway line) used to determine net flows between the areas on either side.

Vehicle Classifications

Motor Cycles   Motor cycles, mopeds, scooters and motor cycle combinations.

Cars   Cars, taxis, estate cars, light goods vans with side windows to the rear of the driver's seat, three wheeled cars and motor invalid carriages.

LGV   Light Goods Vehicles are goods vehicles up to 3.5 tonnes gross vehicle weight. This category includes all transit style vans, and small pickup vans.

HGV   Heavy Goods Vehicles are goods vehicles over 3.5 tonnes gross vehicle weight. This category includes both rigid and articulated vehicles.

Buses   All buses and coaches, including works buses.

All Vehicles   All motor vehicles.

APPENDIX 2   TRAFFIC FLOWS

Table 1: River Cam Screenline - 12 Hour Flows						
		Total Motor Vehicles				
Road No	**Location**	**2008**	**2015**	**2016**	**2017**	**2018**
A1134	Elizabeth Way	25,101	22,633	24,545	24,258	23,618
C292	Victoria Avenue	12,808	11,434	11,158	11,085	10,442
C290	Bridge Street	2,381	1,786	1,800	2,338	2,206
C294	Silver Street	3,854	3,132	4,357	4,225	4,544
A1134	Fen Causeway	19,335	19,154	15,736	16,937	15,605
	TOTAL	63,479	59,325	58,139	57,597	56,415

Table 2: Cambridge Radials - 12 Hour Flows					
Location	**Total Motor Vehicles**				
	2008	**2015**	**2016**	**2017**	**2018**
Histon Road	21,587	24,189	23,633	22,822	22,639
Milton Road	25,641	27,082	26,971	27,421	27,046
Horningsea Road	14,993	14,737	14,714	15,406	13,766
Newmarket Road	20,902	21,800	21,027	21,551	21,503
High St Teversham	2,928	3,216	3,210	2,930	2,923
Fulborn Road	10,354	9,518	9,774	10,158	9,675
Wort'sC'way (adj)	1,634	1,153	1,052	1,824	1,207
Lime Kiln Rd (adj)	3,105	6,509	5,063	3,534	4,866
Babraham Road	12,714	13,102	14,086	13,942	13,319
Granhams Road	3,394	3,283	3,369	3,506	3,804
Shelford Road	8,476	10,175	10,145	10,302	9,879
Hauxton Road	19,333	27,850	28,040	27,019	25,369
Coton Road	3,406	3,187	3,251	2,996	3,169
Barton Road	9,868	12,464	11,956	11,770	12,024
Madingley Road	14,686	13,976	15,309	14,821	16,797
Huntingdon Road	9,702	9,346	9,006	7,894	7,653
Girton Road	4,426	4,494	4,628	5,160	4,671
Guided Busway	-	223	226	273	235
Total	187,149	206,304	206,750	203,329	202,155

Table 3: Cambridge Cycle Route Monitoring – 12 Hour Flows					
Location	**2008**	**2015**	**2016**	**2017**	**2018**
Newnham	2,534	2,356	1,900	2,300	3,167
Comberton	272	341	249	375	467
Toft	171	120	19	160	232
Dry Drayton	164	82	74	121	204
Oakington	332	296	24	275	366
Milton	1,279	1,033	554	1,208	1,725
Fulbourn	233	265	190	273	275
Teversham	244	343	206	328	337
Coldham's Lane	2,120	2,126	1,417	2,042	2,417
Carter Cycle Bridge	5,100	3,378	3,092	3,301	4,537
A1301 through Gt. Shelford	926	1,079	64	1,051	1,458
Hills Road	3,937	3,250	464	3,569	2,579
Long Road	1,402	1,137	993	1,269	2,473
Jubilee Way	900	1,472	827	1,894	1,589
Cambridge Road, Sawston	365	537	288	732	959
Swaffham Bulbeck - Prior	119	120	40	117	157
A1303 Quy to Bottisham	154	289	140	274	190
Total	20,252	18,224	10,541	19,289	23,132

Further information can be obtained from:

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