Traffic Monitoring Report 2019



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SUMMARY

Cambridge

- 1. In 2019, there were 202,233 motor vehicles entering and leaving Cambridge per 12-hour day (7am to 7pm). This is a decrease of 0.04% compared with 2018 and an increase of 8% compared with 10 years ago.
- 2. The number of motor vehicles crossing the River Cam bridges within Cambridge per 12-hour day (7am to 7pm) in 2019 was 56,960. This is an increase of 1% compared with 2018 and a decrease of 6% compared with 10 years ago.
- 3. There were over 3.6 million Park and Ride journeys in 2019, representing an increase of 11% compared with 2018.

Other Urban Areas

4. The numbers of motor vehicles entering and leaving the nine market towns per 12-hour day in 2019 were: Huntingdon 78,208, Wisbech 68,239, St. Neots 57,771, St. Ives 50,430, Ely 46,074, March 37,329, Whittlesey 36,441, Ramsey 20,075 and Chatteris 21,317.

Cycling

5. There was a 2% increase in cycle trips in 2019 compared with 2018 and growth of 75% from the 2004-05 average baseline.

Cambridgeshire Guided Busway

6. During 2019 there were over 4.4 million passenger journeys on the Cambridgeshire Guided Busway, representing an increase of 4% compared with 2018.

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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 2019 are shown in Table 2.1. The figures include cycle and pedestrian traffic on the City's River Cam cycle and pedestrian bridges.

	VEHIC	LES
Vehicle Type	12 Hour Flow	Modal Split
Motor Cycles	1,337	1%
Cars & Taxis	46,321	37%
Light Goods	6,564	5%
Heavy Goods	1,179	1%
Bus & Coach	1,559	1%
All motor vehicles	56,960	46%
Pedal cycles	35,511	29%
Pedestrians	31,102	25%
Total (All modes)	123,573	100%

Table 2.1 Vehicles Crossing the River Cam - April 2019

2.5 Traffic trends across the River Cam since 2015 are shown in Table 2.2

		INDEX (2009=100)							
Vehicle Type	2009	2015	2016	2017	2018	2019	2018 to 2019		
Motorcycles	100	86	93	65	96	124	30%		
Cars	100	94	93	96	92	93	1%		
Light Goods Vehicles	100	106	106	106	103	95	-8%		
Heavy Goods Vehicles	100	87	94	101	71	112	57%		
Bus & Coach	100	99	87	89	81	83	2%		
All motor vehicles	100	95	95	97	93	94	1%		
Pedal Cycles ¹	100	137	142	147	136	152	12%		

Table 2.2 Traffic Growth on the Urban River Cam Screenline

- 2.6 The number of motor vehicles observed crossing the River Cam last year was 1% more than in 2018 and 6% less than ten years ago.
- 2.7 The number of cyclists crossing the River Cam in 2019 was 12% higher than in 2018 and 52% 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 2.5).

¹ Pedal cycle growth is based on 2-day average figures



Figure 2.2 River Cam Screenline flows by Time of Day 2019

Figure 2.3

River Cam Screenline



1:20212 545626,258593 Date: 03/09/2020 © Crown copyright and database rights 2020 OS 100023205 Scale (at A4): Centred at:

Cambridge Radial Cordon

2.10 Table 2.3 records the numbers of vehicles crossing the Cambridge radial cordon. Table 2.3 includes 5,324 pedal cyclists and 3,069 pedestrians on paths between the radial routes.

	VEHI	CLES
Vehicle Type	12 Hr Flow	Modal Split
Motor Cycles	1,461	1%
Cars & Taxis	173,289	79%
Light Goods	21,084	10%
Heavy Goods	4,615	2%
Bus & Coach	1,784	1%
All motor vehicles	202,233	92%
Pedal cycles	12,200	6%
Pedestrians	4,790	2%
Total (All modes)	219,223	100%

Table 2.3Vehicles Crossing the Cambridge RadialCordon - October 2019

- 2.11 Changes in traffic on the City's radial routes are recorded in Table 2.4 and Figure 2.4.
- 2.12 In 2019 there were 202,233 motor vehicles entering and leaving Cambridge per 12-hour day (7am to 7pm). This represents a decrease of 0.04% compared with 2018.

		INDEX (2009=100)							
Vehicle Type	2009	2015	2016	2017	2018	2019	2018 to 2019		
Motorcycles	100	92	99	79	77	66	0.1%		
Cars	100	110	110	109	107	110	2%		
Light Goods Vehicles	100	103	102	112	113	99	12%		
Heavy Goods Vehicles	100	153	157	113	129	122	5%		
Bus & Coach	100	104	103	84	79	76	3%		
All motor vehicles	100	110	110	108	108	108	-0.04%		
Pedal cycles	100	165	185	154	170	173	-2%		

Table 2.4 Traffic Growth on the Cambridge Radial Cordon

2.13 There was a decrease of 2% in cyclists crossing the cordon in 2019 compared to 2018, and overall growth of 73% 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.
- 2.15 The Radial Cordon 2019 surveys were extended by 4 hours (5am-9pm) to investigate the peak spreading. Figure 2.5 shows that traffic levels are low before the AM peak but do not decrease as significantly after the PM peak.



Figure 2.5 Cambridge radial traffic by time of day 2019

Figure 2.6



Scale (at A4): 1:78046 Centred at: 546252,257404 Date: 03/09/2020 © Crown copyright and database rights 2020 OS 100023205

Park and Ride

- 2.16 Passenger journey numbers are shown in Figure 2.7 and Table 2.5
- 2.17 There were over 3.6 million Park and Ride passenger journeys in 2019, an increase of 11% from 2018.

 Table 2.5
 Annual Journey Figures

Site	Site 2015		2017	2018	2019	
Total (All Sites)	3,183,708	3,138,156	3,021,443	3,245,819	3,600,262	



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 57,771 motor vehicles, 785 pedal cycles and over 2,584 pedestrians enter and leave St. Neots between 7.00 am and 7.00 pm each day (two-way flows).

	Vehicles									
Vehicle Type		2019	2019							
	2009	2015	2016	2017	2018	2019	12 Hour Flow	Split		
Motor Cycles	100	92	122	116	126	147	295	0.5%		
Cars & Taxis	100	115	114	120	119	119	49,376	81%		
Light Goods	100	104	102	121	111	107	6,448	11%		
Heavy Goods	100	180	123	112	169	183	1,391	2%		
Bus & Coach	100	67	50	49	44	45	261	0%		
All Motor Vehicles	100	114	112	119	118	118	57,771	94%		
Pedal cycles	100	139	123	153	140	120	785	1%		
Pedestrians	100	123	148	159	134	110	2,584	4%		
Total (All modes)	100	115	114	122	119	118	61,140	100%		

Table 3.1 Vehicles Entering & Leaving St. Neots



Scale (at A4): 1:26871 Centred at: 519044,260188 Date: 03/09/2020 (0 Crown copyright and database rights 2020 OS 100023205

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 78,208 motor vehicles, 1,407 pedal cycles and 2,338 pedestrians enter and leave Huntingdon between 7.00 am and 7.00 pm each day (two-way flows).

		Vehicles									
Vehicle Type		2019	2019								
	2009	2015	2016	2017	2018	2019	Flow	Split			
Motor Cycles	100	66	84	72	80	93	440	1%			
Cars & Taxis	100	99	99	100	99	101	67,876	83%			
Light Goods	100	43	44	46	47	44	7,964	10%			
Heavy Goods	100	80	114	82	110	112	1,506	2%			
Bus & Coach	100	69	96	64	61	61	422	1%			
All Motor Vehicles	100	87	87	89	88	89	78,208	95%			
Pedal cycles	100	46	97	64	99	101	1,407	2%			
Pedestrians	100	151	147	139	144	160	2,338	3%			
Total (All modes)	100	87	89	89	89	90	81,953	100%			

Table 3.2 Vehicles Entering & Leaving Huntingdon



Scale (at A4): 1:22292 Centred at: 524255,272740 Date: 03/09/2020 (0 Crown copyright and database rights 2020 OS 100023205

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 50,430 motor vehicles, 1,300 pedal cycles and 3,335 pedestrians enter and leave St. Ives between 7.00 am and 7.00 pm each day (two-way flows).

	Vehicles									
Vehicle Type		<u>V</u> [2019 12 Hour	2019 Modal						
	2009	2015	2016	2017	2018	2019	Flow	Split		
Motor Cycles	100	164	131	163	115	122	243	0.4%		
Cars & Taxis	100	107	111	105	109	110	42,893	78%		
Light Goods	100	111	115	128	112	113	5,320	10%		
Heavy Goods	100	87	136	85	104	108	1,433	3%		
Bus & Coach	100	116	133	107	94	102	541	1%		
All Motor Vehicles	100	108	112	107	109	110	50,430	92%		
Pedal cycles	100	239	252	307	287	266	1,300	2%		
Pedestrians	100	153	92	141	150	175	3,335	6%		
Total (All modes)	100	111	113	110	112	115	55,065	100%		

Table 3.3Vehicles Entering & Leaving St. Ives



Scale (at A4): 1:19727 Centred at: 531054,271970 Date: 03/09/2020 © Crown copyright and database rights 2020 OS 100023205

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 68,239 motor vehicles, 312 pedal cycles and 838 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
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		Vehicles									
Vehicle Type		7	2019 12 Hour	2019 Modal							
	2009	2015	2016	2017	2018	2019	Flow	Split			
Motor Cycles	100	111	88	118	91	90	275	0%			
Cars & Taxis	100	119	119	119	120	127	55,786	80%			
Light Goods	100	99	91	103	96	94	8,355	12%			
Heavy Goods	100	72	104	94	110	105	3,502	5%			
Bus & Coach	100	62	93	53	48	50	321	0%			
All Motor Vehicles	100	113	114	115	114	119	68,239	98%			
Pedal cycles	100	161	126	149	145	131	312	0.4%			
Pedestrians	100	185	153	199	192	176	838	1%			
Total (All modes)	100	113	114	115	115	120	69,389	100%			



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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 37,329 motor vehicles, 687 pedal cycles and 1,306 pedestrians enter and leave March each day (two-way flows).

	Vehicles									
Vehicle Type		2019 12 Hour	2019 Modal							
	2009	2015	2016	2017	2018	2019	Flow	Split		
Motor Cycles	100	84	68	97	93	73	135	0.3%		
Cars & Taxis	100	103	104	106	112	111	31,350	80%		
Light Goods	100	111	106	114	123	111	4,782	12%		
Heavy Goods	100	79	129	83	152	118	893	2%		
Bus & Coach	100	49	117	56	46	47	169	0.4%		
All Motor Vehicles	100	103	104	106	113	110	37,329	95%		
Pedal cycles	100	81	84	95	114	105	687	2%		
Pedestrians	100	171	116	117	182	168	1,306	3%		
Total (All modes)	100	104	104	106	115	111	39,322	100%		

Table 3.5 Venicles Entering & Leaving Ward	Table 3.5	Vehicles Entering & Leaving March
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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 46,074 motor vehicles, 1,007 pedal cycles and 2,782 pedestrians enter and leave Ely between 7.00 am and 7.00 pm each day (two-way flows).

	Vehicles								
Vehicle Type		VI	2019 12 Hour	2019 Modal					
	2009	2015	2016	2017	2018	2019	Flow	Split	
Motor Cycles	100	98	87	101	143	117	211	0.4%	
Cars & Taxis	100	112	119	117	123	118	40,222	81%	
Light Goods	100	96	90	101	103	91	4,392	9%	
Heavy Goods	100	101	109	105	129	117	1,017	2%	
Bus & Coach	100	71	102	53	53	52	232	0.5%	
All Motor Vehicles	100	110	115	114	120	114	46,074	92%	
Pedal cycles	100	127	137	156	173	172	1,007	2%	
Pedestrians	100	143	149	176	185	192	2,782	6%	
Total (All modes)	100	111	116	117	123	118	49,863	100%	

Table 3.6 Vehicles Entering & Leaving Ely



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 21,317 motor vehicles, 32 pedal cycles and 240 pedestrians enter and leave Chatteris between 7.00 am and 7.00 pm each day (two-way flows).

	Vehicles								
Vehicle Type		V	2019 12 Hour	2019 Modal					
	2009	2015	2016	2017	2018	2019	Flow	Split	
Motor Cycles	100	60	196	100	43	81	96	0.4%	
Cars & Taxis	100	104	114	110	123	128	17,851	83%	
Light Goods	100	86	92	96	98	96	2,711	13%	
Heavy Goods	100	68	131	120	120	121	547	3%	
Bus & Coach	100	60	116	56	49	50	112	1%	
All Motor Vehicles	100	99	112	107	118	121	21,317	99%	
Pedal cycles	100	42	46	121	36	41	32	0.1%	
Pedestrians	100	103	142	284	126	128	240	1%	
Total (All modes)	100	99	112	109	118	121	21,589	100%	

Table 3.7 Vehicles Entering & Leaving Chatteris



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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 20,075 motor vehicles, 42 pedal cycles and 113 pedestrians enter and leave Ramsey between 7.00 am and 7.00 pm each day (two-way flows).

	Vehicles								
Vehicle Type		V	2019 12 Hour	2019 Modal					
	2009	2015	2016	2017	2018	2019	Flow	Split	
Motor Cycles	100	76	52	54	54	79	114	0.6%	
Cars & Taxis	100	105	104	107	106	109	16,548	82%	
Light Goods	100	89	97	109	97	97	2,576	13%	
Heavy Goods	100	103	171	109	163	154	731	4%	
Bus & Coach	100	53	85	53	50	47	106	1%	
All Motor Vehicles	100	102	104	106	105	107	20,075	99%	
Pedal cycles	100	103	87	54	71	67	42	0%	
Pedestrians	100	95	82	129	120	79	113	1%	
Total (All modes)	100	102	104	106	105	107	20,230	100%	

 Table 3.8
 Vehicles Entering & Leaving Ramsey



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 36,441 motor vehicles, 134 pedal cycles and 223 pedestrians enter and leave Whittlesey between 7.00 am and 7.00 pm each day (two-way flows).

	Vehicles								
Vehicle Type		V	2019 12 Hour	2019 Modal					
	2009	2015	2016	2017	2018	2019	Flow	Split	
Motor Cycles	100	64	90	131	97	97	152	0.4%	
Cars & Taxis	100	102	105	108	111	118	28,289	76%	
Light Goods	100	89	93	105	100	102	5,533	15%	
Heavy Goods	100	106	128	117	129	156	2,351	6%	
Bus & Coach	100	50	48	30	30	32	116	0%	
All Motor Vehicles	100	99	104	107	109	116	36,441	98%	
Pedal cycles	100	46	256	242	199	103	134	0.4%	
Pedestrians	100	93	244	209	236	139	223	1%	
Total (All modes)	100	99	105	108	110	117	37,066	100%	

Table 3.9Vehicles Entering and Leaving Whittlesey



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 manual count points located throughout Cambridgeshire, giving a large, robust sample.
- 4.3 There was a 2% increase in cycle trips in 2019 compared with 2018. Overall growth from the 2004-05 average baseline is 75%, which is better than the Council's target of 33.6%.
- 4.4 The River Cam bridge surveys undertaken in April are a major component of the index

Year	Increase from 2004- 2005 average baseline
2015	68%
2016	58%
2017	78%
2018	71%
2019	75%

 Table 4.1
 Cambridgeshire Cycle Flows at Selected Locations

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 2020, shows that in the 12 months ending mid November 2019, 24% of adults in Cambridgeshire cycled at least once a week. The corresponding figure for Cambridge is 55.2%, which is the highest in the country.²

² 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 2019 there were over 4.4 million bus passenger journeys on the Busway. This is an increase of 4% compared with 2018. 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 2019.

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	St. Ives Park and Ride Site	Under A14, Impington	Trumpington						
Cyclists	296	1,512	1,736						
Pedestrians	793	217	598						

Table 5.1	Cyclists and	pedestrians	using the	maintenance	track

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	2009	2016	2017	2018	2019			
A1134	Elizabeth Way	23,485	24,546	24,258	23,618	23,699			
C292	Victoria Avenue	11,891	11,158	11,085	10,442	10,163			
C290	Bridge Street	2,393	1,800	2,338	2,206	2,219			
C294	Silver Street	3,975	4,357	4,225	4,544	3,141			
A1134	Fen Causeway	19,140	15,736	16,937	15,605	17,738			
	TOTAL	60,884	57,598	58,844	56,416	56,960			

Table 2: Cambridge Radials - 12 Hour Flows								
Location		То	tal Motor Vehicle	es				
	2009	2016	2017	2018	2019			
Histon Road	20,954	23,633	22,822	22,639	21,720			
Milton Road	26,368	26,971	27,421	27,046	26,327			
Horningsea Road	13,292	14,714	15,406	13766	14,636			
Newmarket Road	20,893	21,027	21,551	21503	21,516			
High St Teversham	2,888	3,210	2,930	2923	2,607			
Fulborn Road	8,700	9,774	10,158	9675	9,835			
Wort'sC'way (adj)	965	1,052	859	1207	1,090			
Lime Kiln Rd (adj)	5,262	6,286	4,772	6671	6,962			
Babraham Road	12,753	14,086	13,942	13319	12,845			
Granhams Road	3,668	3,369	3,506	3804	3,080			
Shelford Road	8,178	10,145	10,302	9879	10,808			
Hauxton Road	19,304	28,040	27,019	25369	28,595			
Coton Road	3,257	3,251	2,996	3169	3,041			
Barton Road	10,021	11,956	11,770	12024	11,979			
Madingley Road	15,115	15,309	14,821	16797	15,542			
Huntingdon Road	9,710	9,006	7,894	7653	6,808			
Girton Road	4,765	4628	5,160	4671	4,842			
Guided Busway	-	-	273	235	0			
Total	186,093	206,750	203,329	202,155	202,233			

Table 3: Cambridge Cycle Route Monitoring – 12 Hour Flows					
Location	2009	2016	2017	2018	2019
Newnham	1,736	1,900	2,300	2,313	1,470
Comberton	259	249	375	413	176
Toft	70	19	160	124	140
Dry Drayton	70	74	121	128	86
Oakington	299	24	275	329	150
Milton	785	554	1,208	1,175	825
Fulbourn	179	190	273	188	148
Teversham	205	206	328	335	141
Coldham's Lane	1,433	1,417	2,042	1,573	1,902
Carter Cycle Bridge	3,052	3,092	3,301	3,517	2,562
A1301 through Gt. Shelford	709	64	1,051	1,096	464
Hills Road	2,821	464	3,569	1,925	4,016
Long Road	950	993	1,269	1,686	1,491
Jubilee Way	629	827	1,894	1,049	1,108
Cambridge Road, Sawston	284	288	732	868	347
Swaffham Bulbeck - Prior	59	40	117	149	41
A1303 Quy to Bottisham	150	140	274	177	68
Total	13,690	10,541	19,289	17,045	15,135

For more information, please contact Cambridgeshire County Council Research Team, Business Intelligence.

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