

Traffic Monitoring Report 2020



Cambridgeshire
County Council

cambridgeshire.gov.uk

SUMMARY

Cambridge

1. In 2020, there were 161,907 motor vehicles entering and leaving Cambridge per 12-hour day (7 am to 7 pm)¹. This is a decrease of 20% compared with 2019 and a decrease of 13% compared with 10 years ago in 2010. It must be noted these counts were recorded during the pandemic lockdown periods when travel restrictions were in place.
2. The number of motor vehicles crossing the River Cam bridges within Cambridge per 12-hour day (7 am to 7 pm) in April 2020 was 19,383 and in October 2020 was 47,518. The October 2020 is a decrease of 17% compared with 2019 and a decrease of 20% compared with 10 years ago in 2010.
3. There were over 1.2 million Park and Ride journeys in 2020, 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 2020 were: Huntingdon 68,480, Wisbech 66,191, St. Neots 52,458, St. Ives 45,061, Ely 41,742, March 35,341, Whittlesey 32,386, Ramsey 18,998 and Chatteris 19,406.

Cycling

5. There was a 27%¹ decrease in cycle trips in 2020 compared with 2019 and growth of 19% from ten years ago in 2010.

Cambridgeshire Guided Busway

6. During 2020 there were over 1.5 million passenger journeys on the Cambridgeshire Guided Busway, representing an decrease of 66% compared with 2019.

Covid-19 Pandemic

7. The survey carried out in April 2020 was during the first lockdown where travel was limited to key workers and essential requirements. The survey carried out in October 2020 was during a brief period of restrictions easing. The effect of the pandemic travel restrictions can be seen in the surveys. Although actual traffic counts fell sharply during the April 2020 restrictions, the October 2020 counts show the initial recovery period. The River Cam Screenline survey usually carried out during April each year was also carried out during October 2020.

¹ Cambridge Radial Routes

CONTENTS	Page
1 Introduction	1
Purpose of the Traffic Monitoring Report	
Variability in Traffic Counts	
2 Cambridge City	2
Introduction	
River Cam Screenline	
Radial Cordon	
Park and Ride	
3 Town Monitoring	10
St. Neots	
Huntingdon	
St Ives	
Wisbech	
March	
Ely	
Chatteris	
Ramsey	
Whittlesey	
4 Cycle Monitoring	28
5 The Busway	29
Appendix 1 - Definitions	30
Appendix 2 - Traffic Flows	31
Contact for Further Information	32

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. During 2020 this survey was conducted during April 2020 and again in October 2020 to record the impact of the first national lockdown and then the recovery in October 2020 when restriction began easing.
- 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 2020 and October 2020 are shown in Table 2.1. The figures include cycle and pedestrian traffic on the City's River Cam cycle and pedestrian bridges. There has been a significant growth in vehicles crossing the River Cam between April 2020 during the strict national lockdown, 19,383 and October 2020, 47,518 when restrictions were eased.

**Table 2.1 Vehicles Crossing the River Cam
- April 2020 and October 2020**

Vehicle Type	VEHICLES		VEHICLES	
	Apr-20		Oct-20	
	12 Hour Flow	Modal Split	12 Hour Flow	Modal Split
Motor Cycles	797	2%	1,411	2%
Cars & Taxis	14,246	37%	37,071	41%
Light Goods	3,460	9%	6,653	7%
Heavy Goods	420	1%	1,115	1%
Bus & Coach	460	1%	1,268	1%
All motor vehicles	19,383	50%	47,518	53%
Pedal cycles	8,109	21%	18,862	21%
Pedestrians	11,258	29%	24,011	27%
Total (All modes)	38,750	100%	90,390	100%

2.5 Traffic trends across the River Cam since 2016 are shown in Table 2.2

Table 2.2 Traffic Growth on the Urban River Cam Screenline

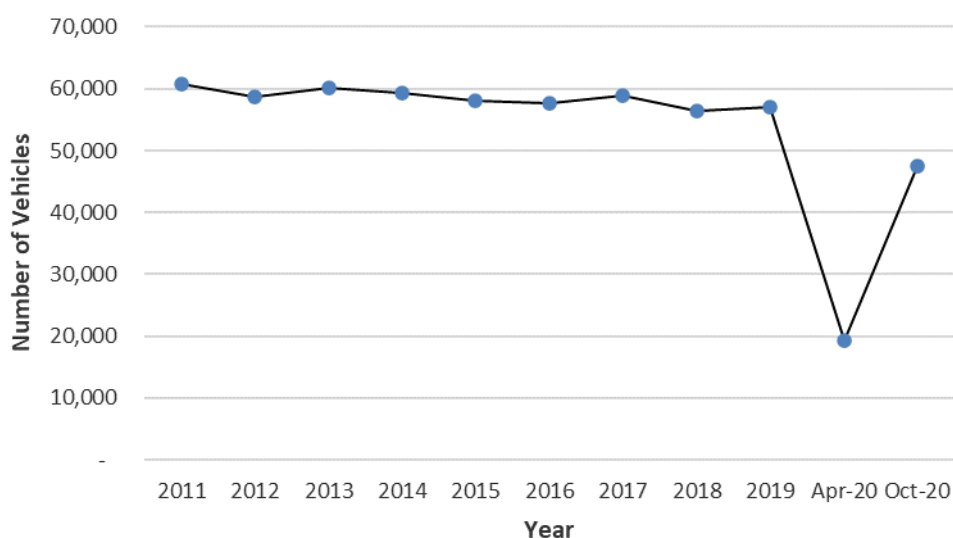
Vehicle Type	INDEX (2010=100)							Change	Change
	2010	2016	2017	2018	2019	April 2020 (Covid-Lockdown)	Oct-20	Oct 2020 - 2019	Oct 2020 - April 2020 (Covid - Recovery)
Motorcycles	100	106	74	109	141	84	75	-46%	-10%
Cars	100	95	98	94	94	29	104	10%	258%
Light Goods	100	115	115	111	102	54	98	-4%	82%
Heavy Goods	100	87	94	66	104	37	73	-30%	98%
Bus & Coach	100	94	96	88	90	26	80	-11%	202%
All motor vehicles	100	97	99	95	96	33	85	-11%	161%
Pedal Cycles	100	151	157	145	162	37	149	-8%	303%

2.6 The number of motor vehicles observed crossing the River Cam last year in October 2020 was 11% less than in 2019 and 20% less than ten years ago in 2010.

2.7 The number of cyclists crossing the River Cam in 2020 was 47% lower than in 2019 and 14% lower than ten years ago in 2010.

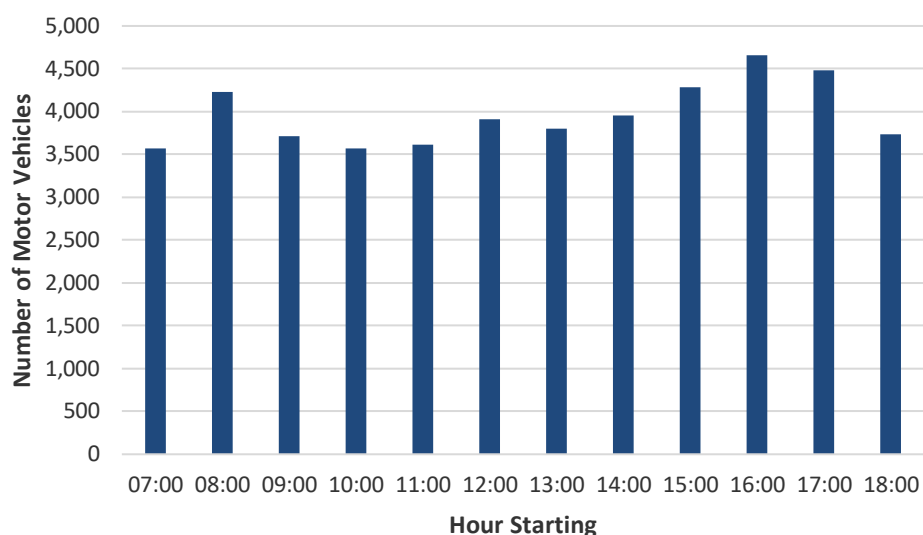
2.8 Figure 2.1 below shows total motor vehicles crossing the River Cam over the last ten years. In comparison to April 2020 when there was a sharp drop to 19,383 motor vehicles crossing the River Cam there has been a recovery although not above the volumes seen in pre-Covid levels. October 2020 to 47,518 motor vehicles crossing the River Cam.

Figure 2.1 Motor Vehicle Traffic Crossing River Cam



- 2.9 Figure 2.2 below shows motor vehicle flows by time of day for April 2020. Although it is possible to note a morning peak at 8 am and an evening peak at 4 pm, as this was during a period of national lockdown these peaks are not strongly defined.

Figure 2.2 River Cam Screenline flows by Time of Day April 2020



- 2.10 Figure 2.3 below shows motor vehicle flows by time of day for April 2019, April 2020 and October 2020. During the recovery period in October 2020, as restrictions were eased, the morning and evening peaks were at similar times to those during April 2019.

Figure 2.3 River Cam Screenline flows by Time of Day 2019 - 2020

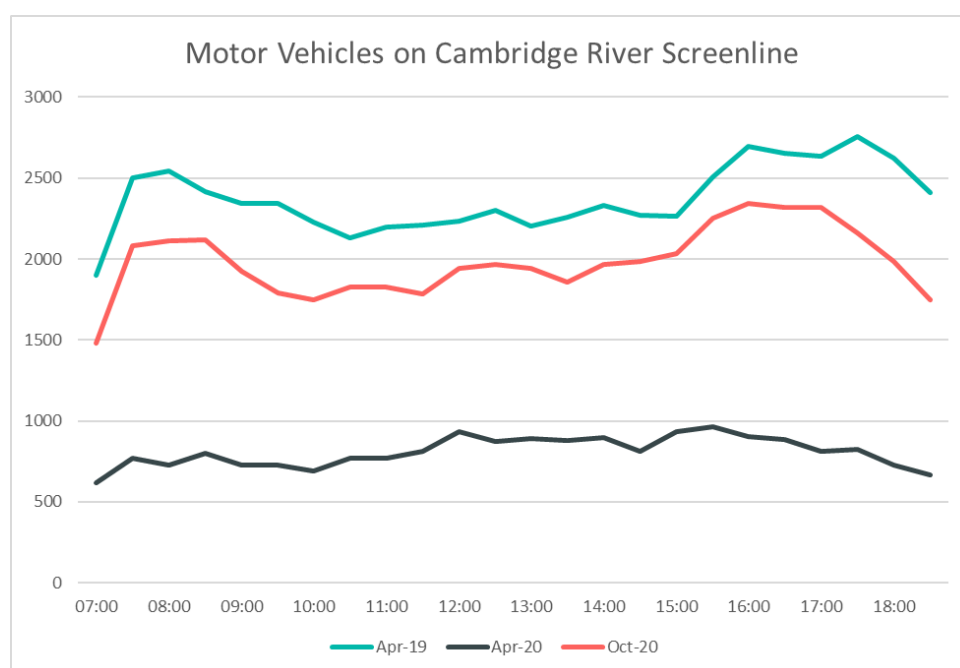
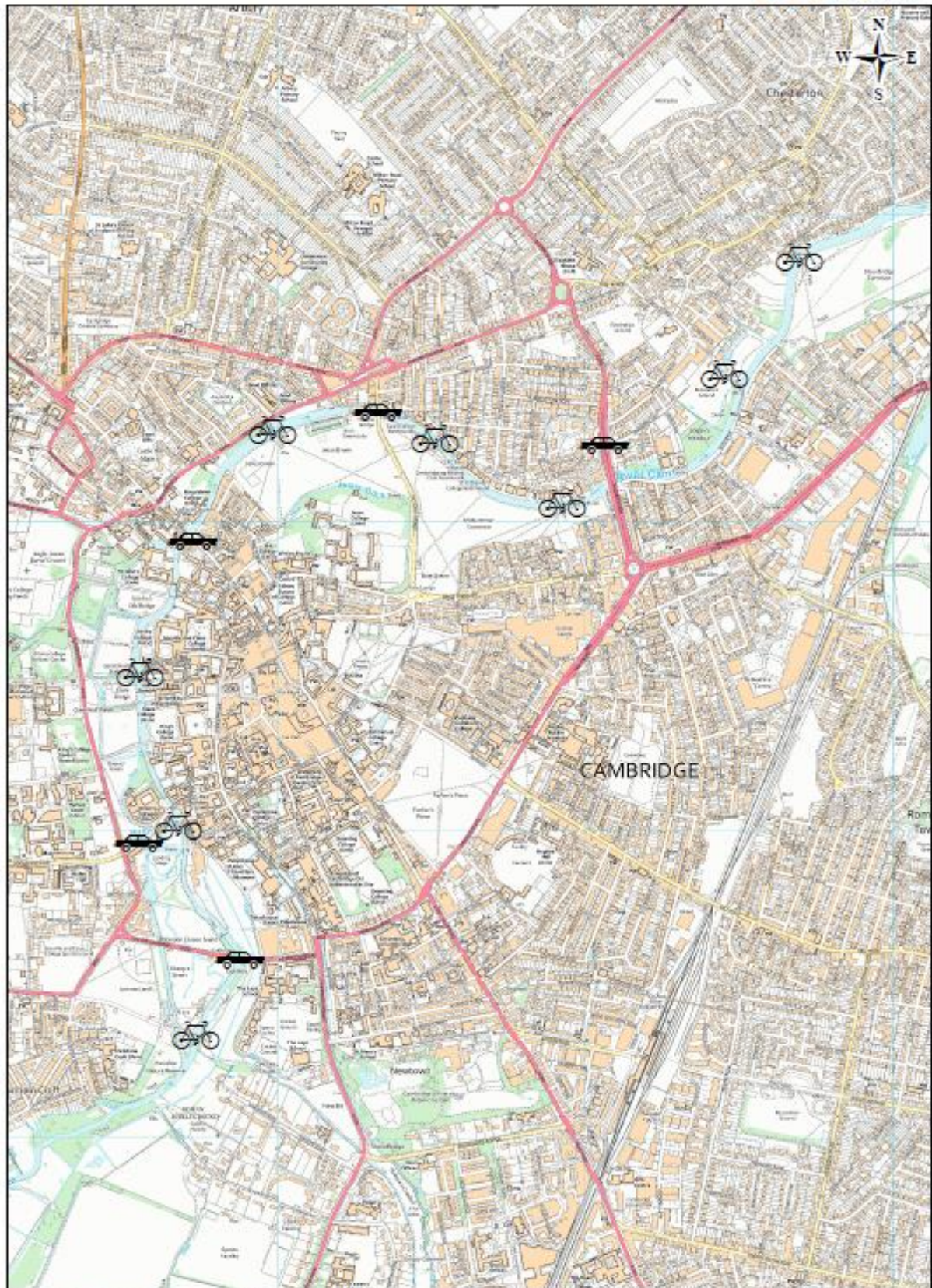


Figure 2.4

River Cam Screenline



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

Cambridge Radial Cordon

- 2.10 Table 2.3 records the numbers of vehicles crossing the Cambridge radial cordon. Table 2.3 includes 3,987 pedal cyclists and 2,592 pedestrians on paths between the radial routes during October 2020.

Table 2.3 Vehicles Crossing the Cambridge Radial Cordon - October 2020

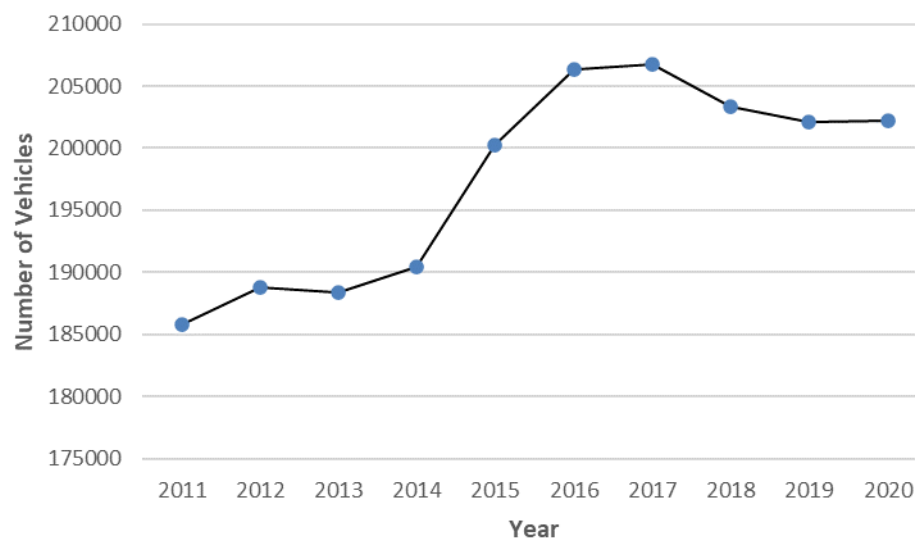
Vehicle Type	VEHICLES	
	12 Hr Flow	Modal Split
Motor Cycles	1,009	1%
Cars & Taxis	133,601	76%
Light Goods	21,115	12%
Heavy Goods	4,653	3%
Bus & Coach	1,345	1%
All motor vehicles	161,907	92%
Pedal cycles	8,856	5%
Pedestrians	4,205	2%
Total (All modes)	175,830	100%

- 2.11 Changes in traffic on the City's radial routes are recorded in Table 2.4 and Figure 2.5.
- 2.12 In 2020 there were 161,907 motor vehicles entering and leaving Cambridge per 12-hour day (7 am to 7 pm). This represents a 20% decrease compared with 2019.

Table 2.4 Traffic Growth on the Cambridge Radial Cordon

Vehicle Type	INDEX (2010=100)						Change 19-20
	2010	2016	2017	2018	2019	2020	
Motorcycles	100	121	96	93	81	56	-31%
Cars	100	111	109	108	110	85	-23%
Light Goods	100	103	113	113	99	100	0%
Heavy Goods	100	177	128	146	138	139	1%
Bus & Coach	100	106	87	81	79	59	-25%
All motor vehicles	100	111	109	109	109	87	-20%
Pedal cycles	100	175	146	162	164	119	-27%

- 2.13 There was a decrease of 27% in cyclists crossing the cordon in 2020 compared to 2019, and overall growth of 19% over the past ten years compared to 2010.

Figure 2.5 Motor vehicles entering and leaving Cambridge

2.14 Figure 2.6 shows motor vehicle flows by time of day. The morning and evening peaks are more pronounced than on the River Cam Screenline in Figure 2.2.

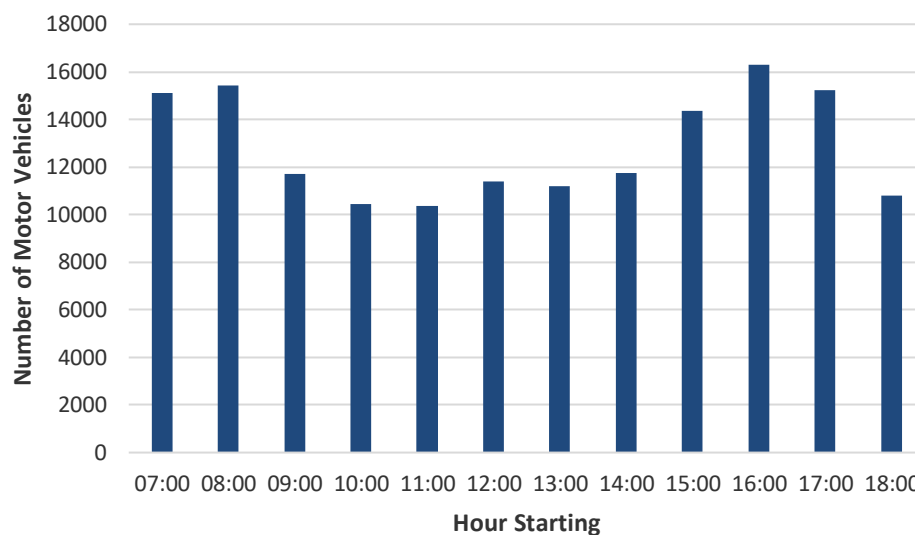
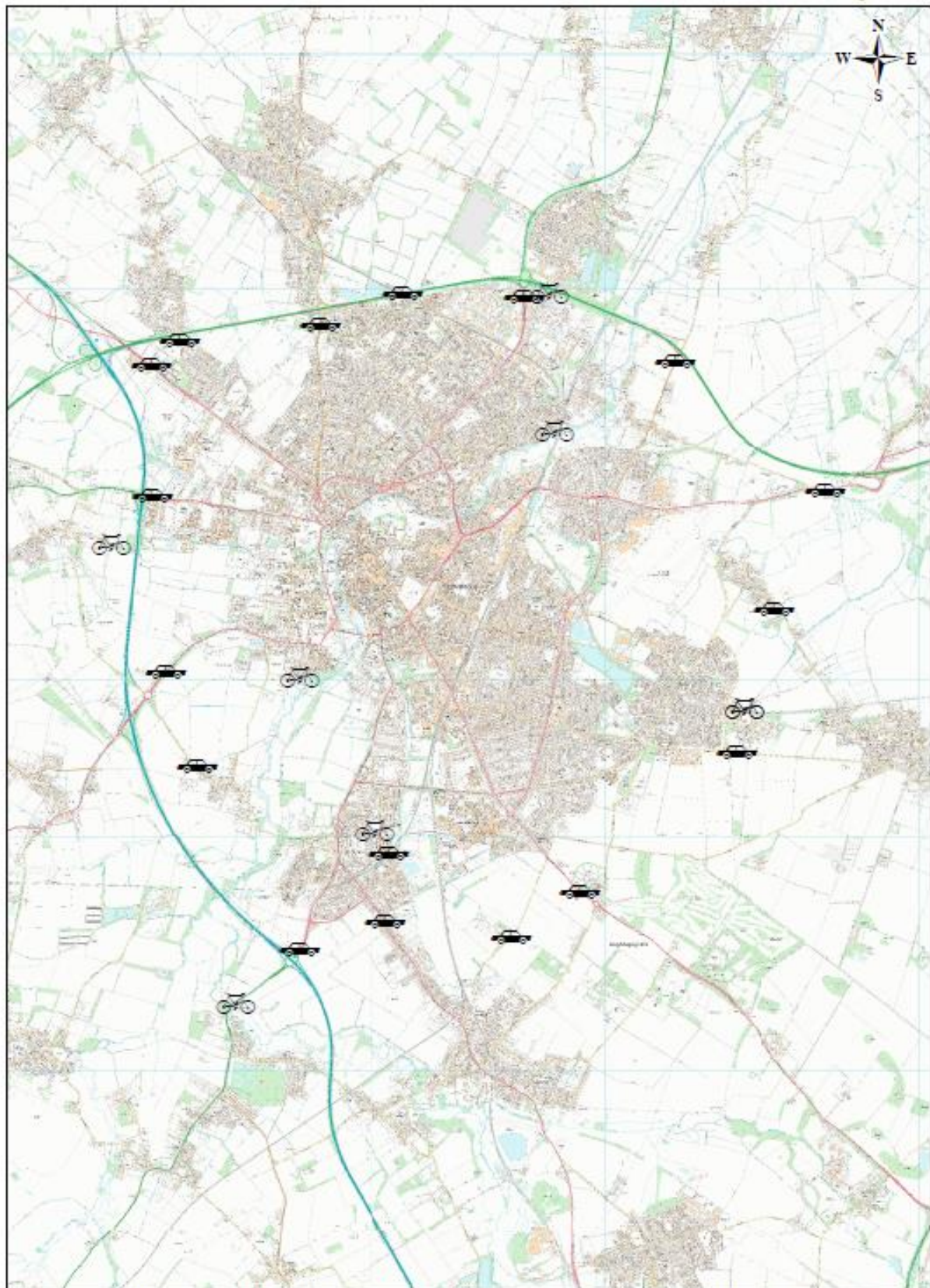
Figure 2.6 Cambridge radial traffic by time of day October 2020

Figure 2.7

Radial Cordon



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

Park and Ride

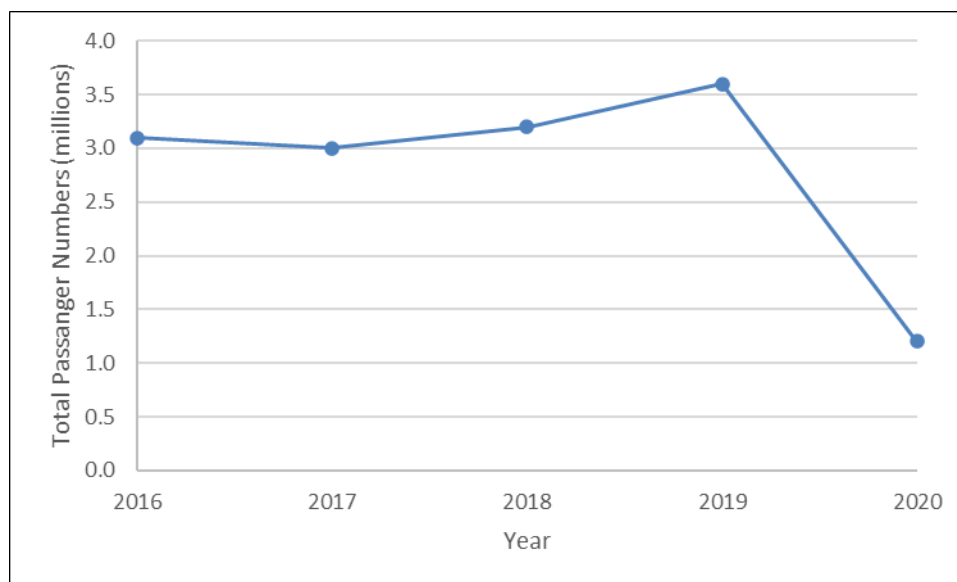
2.16 Passenger journey numbers are shown in Figure 2.7 and Table 2.5

2.17 There were over 1.2 million Park and Ride passenger journeys in 2020, an decrease of 65% from 2019.

Table 2.5 Annual Journey Figures

Site	2016	2017	2018	2019	2020
Total (All Sites)	3,138,156	3,021,443	3,245,819	3,600,262	1,250,683

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

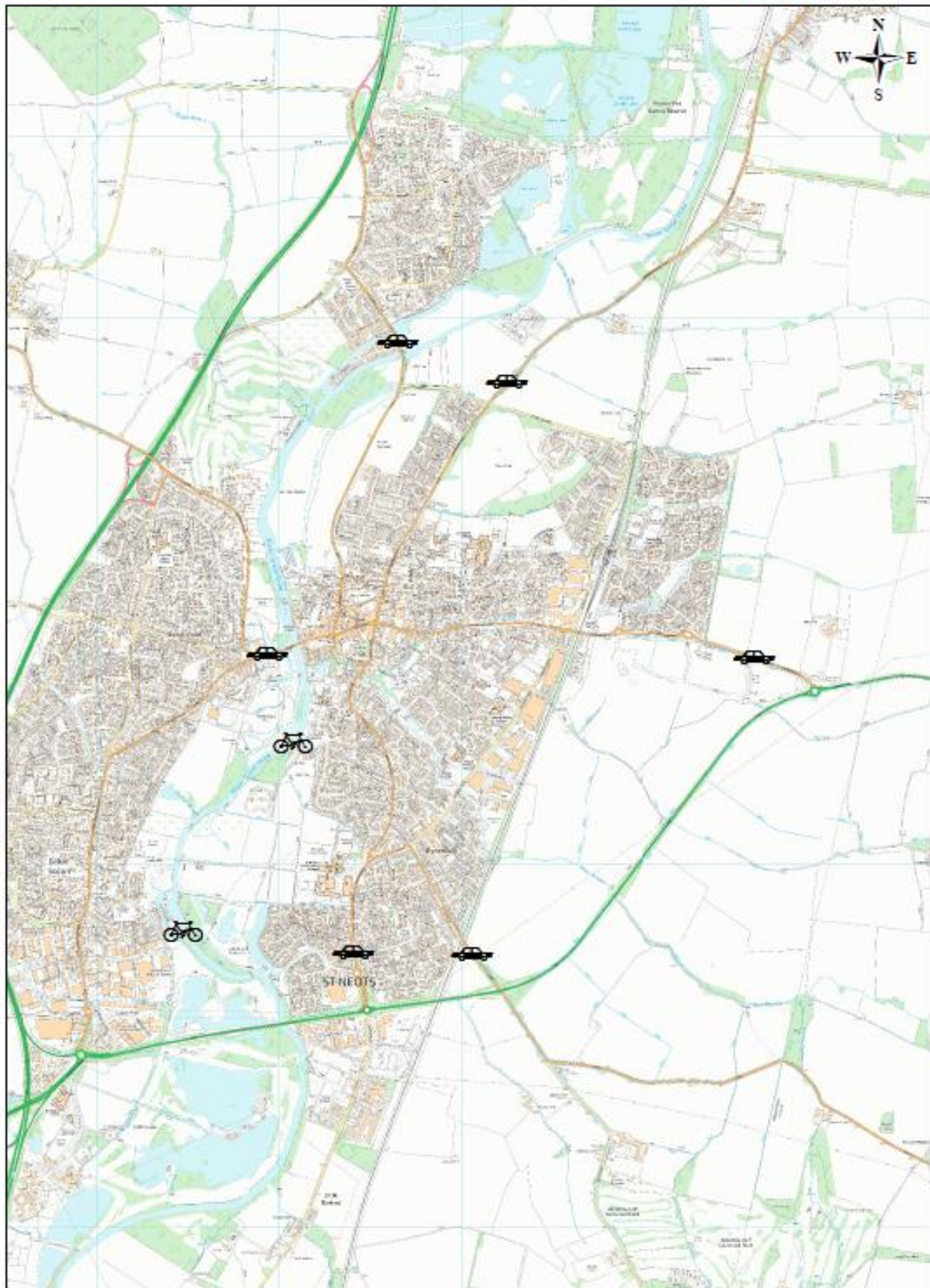
- 3.3 The locations of the monitoring points are shown in Figure 3.1 and the results are summarised in Tables 3.1.
- 3.4 52,458 motor vehicles, 713 pedal cycles and over 3,104 pedestrians enter and leave St. Neots between 7.00 am and 7.00 pm each day (two-way flows).

Table 3.1 Vehicles Entering & Leaving St. Neots

Vehicle Type	Vehicles							
	VEHICLE INDEX						2020 12 Hour Flow	2020 Modal Split
	2010	2016	2017	2018	2019	2020		
Motor Cycles	100	137	130	142	165	106	190	0.34%
Cars & Taxis	100	109	115	114	114	101	43,946	78%
Light Goods	100	89	105	96	93	103	7,127	13%
Heavy Goods	100	113	103	155	168	100	827	1%
Bus & Coach	100	54	53	48	48	68	368	1%
All Motor Vehicles	100	106	113	112	111	101	52,458	93%
Pedal cycles	100	122	152	140	120	109	713	1%
Pedestrians	100	205	221	187	153	184	3,104	6%
Total (All modes)	100	109	117	114	113	104	56,275	100%

Figure 3.1

St Neots



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

Huntingdon

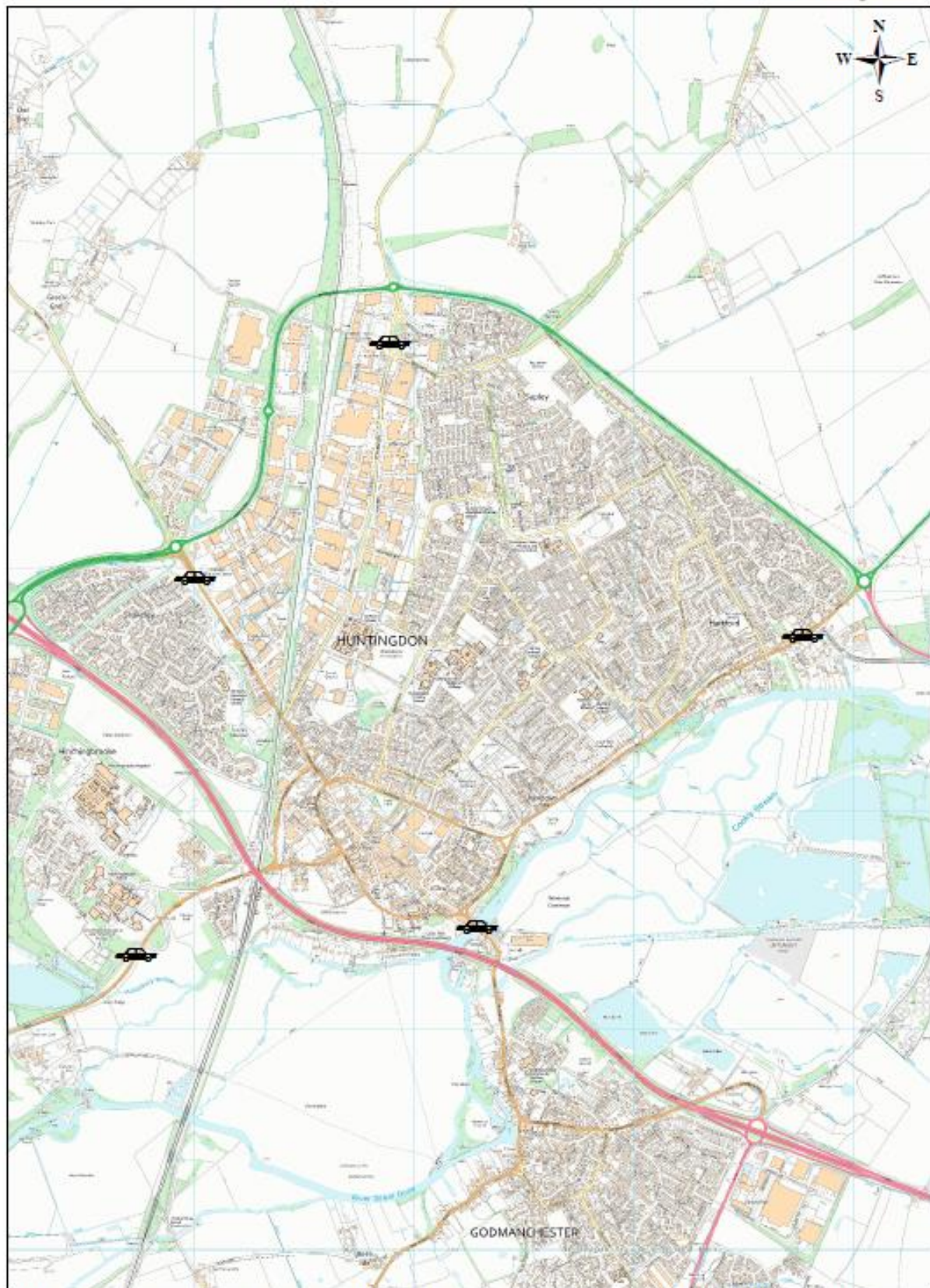
- 3.5 The locations of the monitoring points are shown in Figure 3.2 and the results are summarised in Table 3.2.
- 3.6 68,480 motor vehicles, 1,029 pedal cycles and 1,510 pedestrians enter and leave Huntingdon between 7.00 am and 7.00 pm each day (two-way flows).

Table 3.2 Vehicles Entering & Leaving Huntingdon

Vehicle Type	Vehicles							
	VEHICLE INDEX						2020	2020
	2010	2016	2017	2018	2019	2020	12 Hour Flow	Modal Split
Motor Cycles	100	91	78	87	100	56	248	0%
Cars & Taxis	100	102	104	103	104	89	57,799	81%
Light Goods	100	98	104	106	100	110	8,743	12%
Heavy Goods	100	123	89	119	122	96	1187	2%
Bus & Coach	100	112	74	72	71	85	503	1%
All Motor Vehicles	100	102	103	103	104	91	68,480	96%
Pedal cycles	100	101	66	103	106	77	1029	1%
Pedestrians	100	164	155	161	178	115	1,510	2%
Total (All modes)	100	103	104	104	105	91	71,019	100%

Figure 3.2

Huntingdon



Scale [at A4]: 1:22292 Centred at: 524255,272740 Date: 03/09/2020 © Crown copyright and database rights 2020 OS 100023205

St. Ives

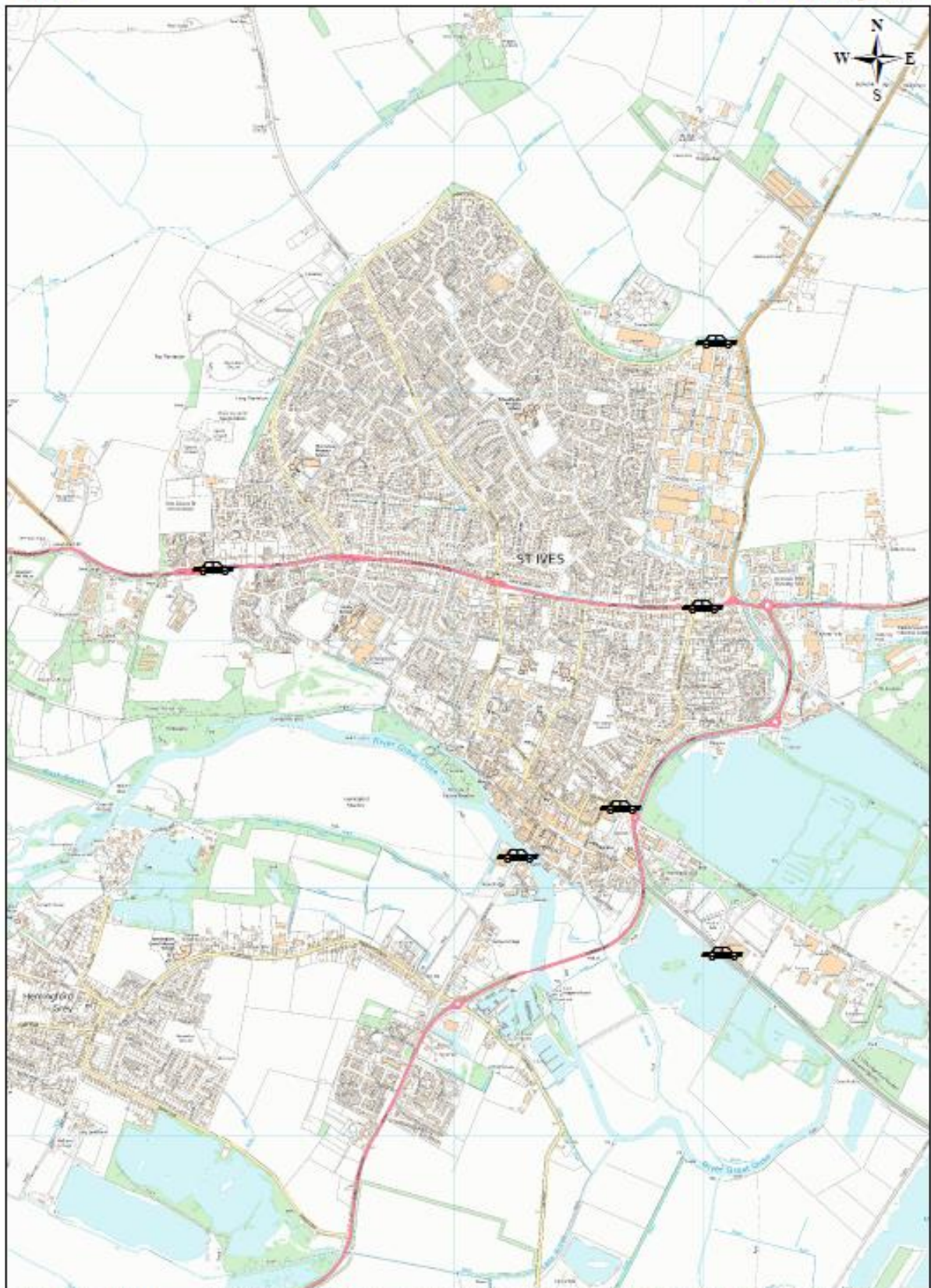
- 3.7 The locations of the outer cordon monitoring points are shown in Figure 3.3 and the results are summarised in Table 3.3.
- 3.8 45,061 motor vehicles, 758 pedal cycles and 3,553 pedestrians enter and leave St. Ives between 7.00 am and 7.00 pm each day (two-way flows).

Table 3.3 Vehicles Entering & Leaving St. Ives

Vehicle Type	Vehicles							
	VEHICLE INDEX						2020 12 Hour Flow	2020 Modal Split
	2010	2016	2017	2018	2019	2020		
Motor Cycles	100	104	130	92	97	57	144	0.29%
Cars & Taxis	100	109	103	107	108	94	37,148	75%
Light Goods	100	103	115	100	101	110	5,765	12%
Heavy Goods	100	144	90	110	114	118	1479	3%
Bus & Coach	100	135	108	96	103	100	525	1%
All Motor Vehicles	100	109	104	106	107	96	45,061	91%
Pedal cycles	100	167	204	190	176	103	758	2%
Pedestrians	100	77	118	125	147	157	3,553	7%
Total (All modes)	100	109	106	108	110	99	49,372	100%

Figure 3.3

St Ives



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

Wisbech

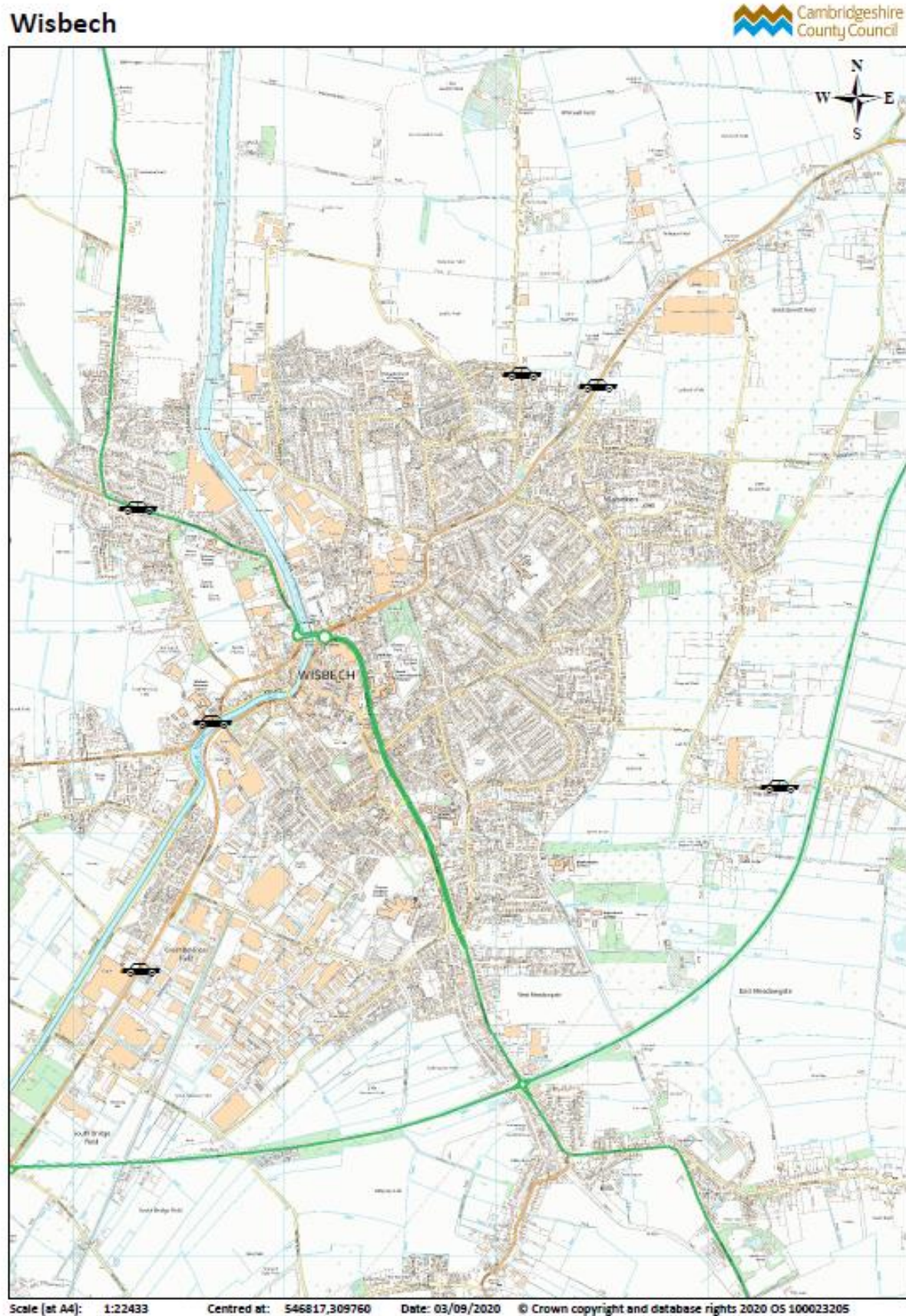
3.9 The locations of the outer cordon monitoring points are shown in Figure 3.4 and the results are summarised in Table 3.4.

3.10 66,191 motor vehicles, 159 pedal cycles and 549 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							
	<u>VEHICLE INDEX</u>						2020 12 Hour Flow	2020 Modal Split
	2010	2016	2017	2018	2019	2020		
Motor Cycles	100	101	135	104	103	88	234	0.35%
Cars & Taxis	100	112	112	112	119	113	52,685	79%
Light Goods	100	90	102	95	93	108	9,754	15%
Heavy Goods	100	99	89	104	99	85	2990	4%
Bus & Coach	100	83	47	43	45	74	528	1%
All Motor Vehicles	100	108	109	108	113	110	66,191	99%
Pedal cycles	100	133	158	154	139	71	159	0%
Pedestrians	100	139	180	174	160	105	549	1%
Total (All modes)	100	108	109	109	114	110	66,899	100%

Figure 3.4



March

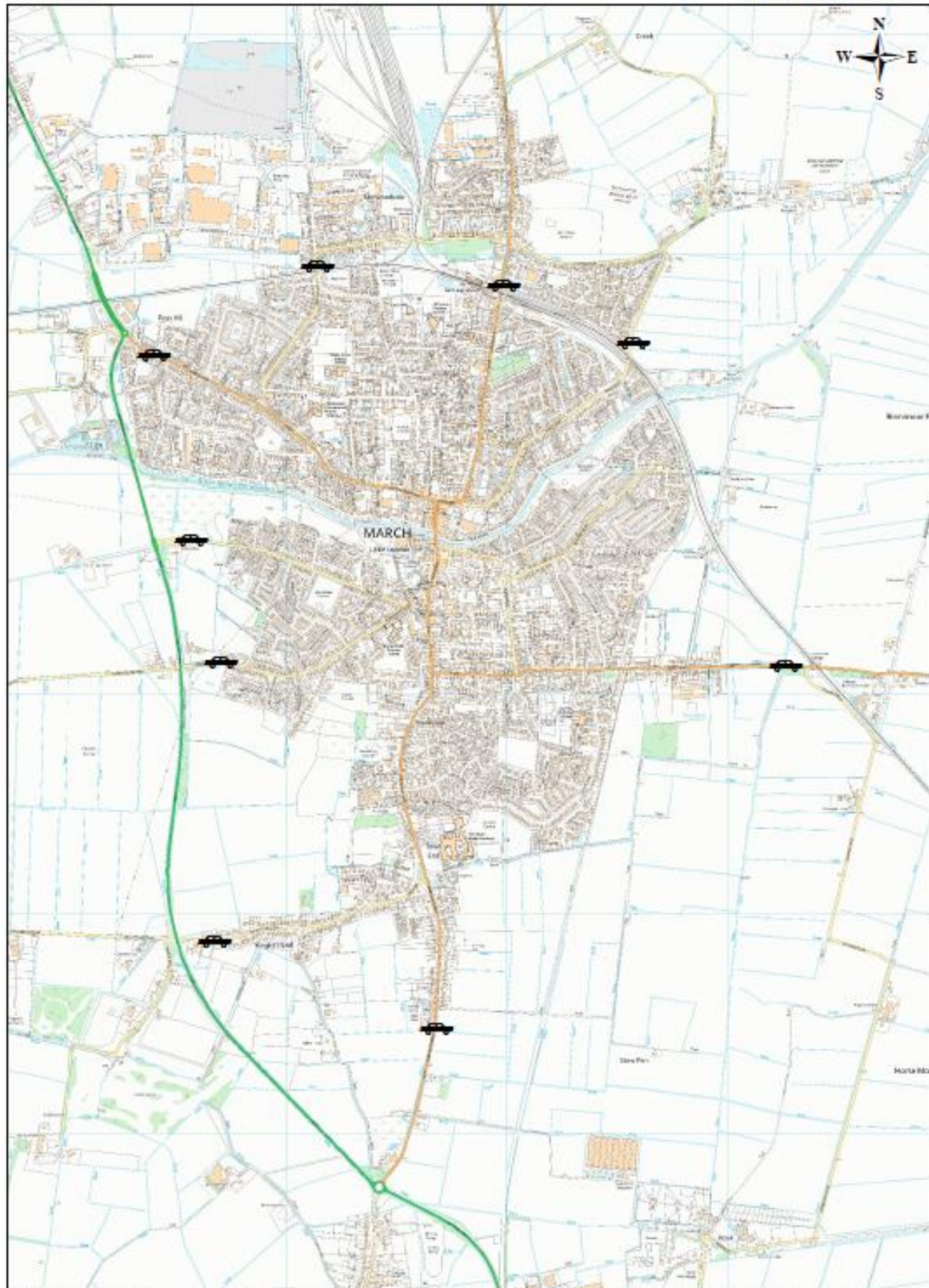
- 3.11 The locations of the monitoring points are shown in Figure 3.5 and the results are summarised in Table 3.5.
- 3.12 35,341 motor vehicles, 512 pedal cycles and 1,314 pedestrians enter and leave March each day (two-way flows).

Table 3.5 Vehicles Entering & Leaving March

Vehicle Type	Vehicles							
	<u>VEHICLE INDEX</u>						2020 12 Hour Flow	2020 Modal Split
	2010	2016	2017	2018	2019	2020		
Motor Cycles	100	84	118	114	89	72	110	0.30%
Cars & Taxis	100	105	108	114	113	104	28,936	78%
Light Goods	100	102	110	120	108	123	5,462	15%
Heavy Goods	100	119	76	139	108	57	467	1%
Bus & Coach	100	110	53	43	44	95	366	1%
All Motor Vehicles	100	105	107	114	111	105	35,341	95%
Pedal cycles	100	81	91	110	101	75	512	1%
Pedestrians	100	95	96	150	138	139	1,314	4%
Total (All modes)	100	104	106	115	111	105	37,167	100%

Figure 3.5

March



Scale (at A4): 1:27594 Centred at: 541825,296214 Date: 03/09/2020 © Crown copyright and database rights 2020 OS 100023205

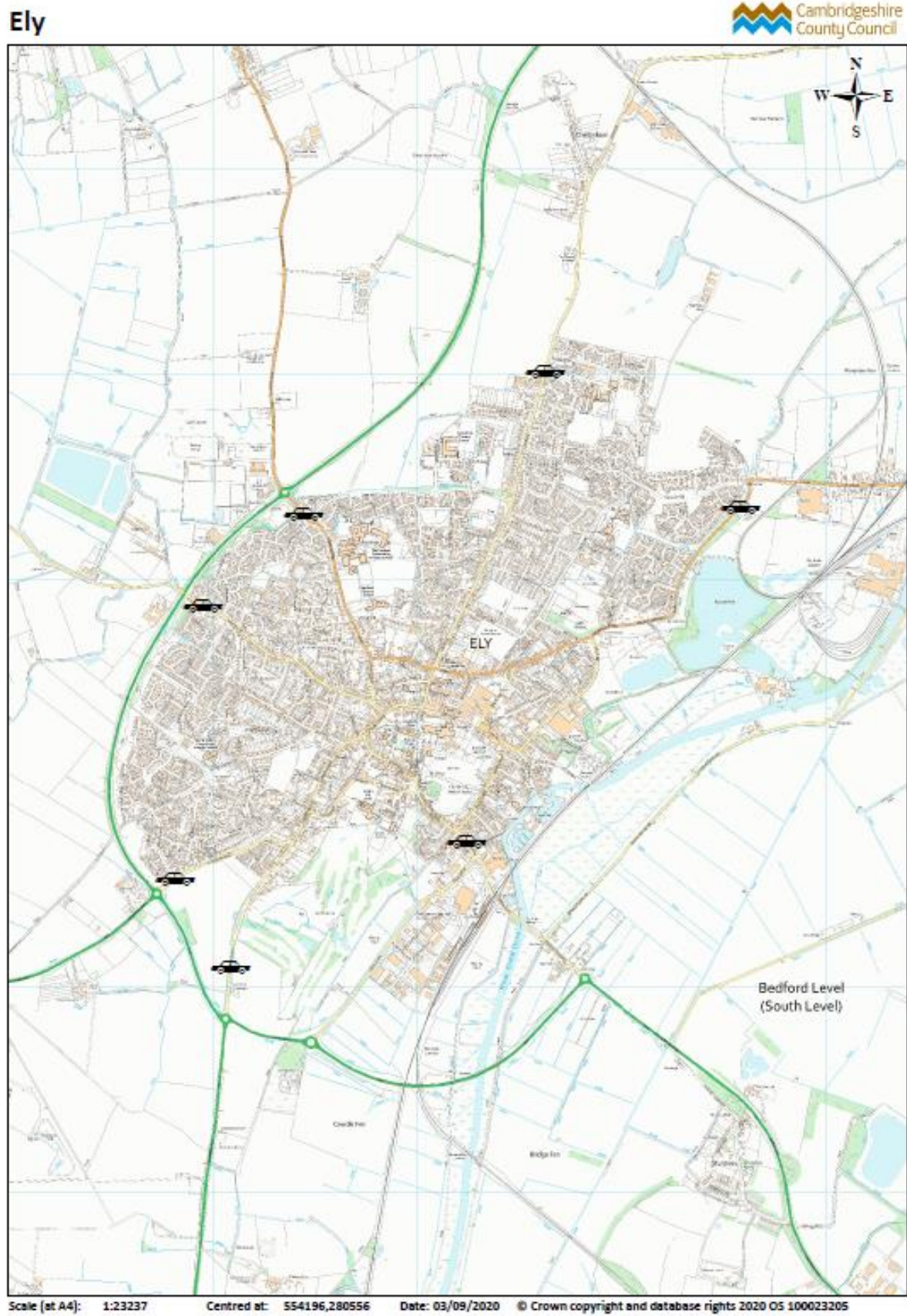
Ely

- 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 41,742 motor vehicles, 482 pedal cycles and 1,717 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							
	VEHICLE INDEX						2020 12 Hour Flow	2020 Modal Split
	2010	2016	2017	2018	2019	2020		
Motor Cycles	100	96	112	159	129	77	125	0.28%
Cars & Taxis	100	118	116	123	117	104	35,448	81%
Light Goods	100	90	100	102	91	105	5,100	12%
Heavy Goods	100	105	101	125	113	88	795	2%
Bus & Coach	100	119	62	62	60	71	274	1%
All Motor Vehicles	100	114	113	120	114	103	41,742	95%
Pedal cycles	100	121	138	152	152	73	482	1%
Pedestrians	100	135	159	168	174	108	1,717	4%
Total (All modes)	100	115	115	122	117	103	43,941	100%

Figure 3.6



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.

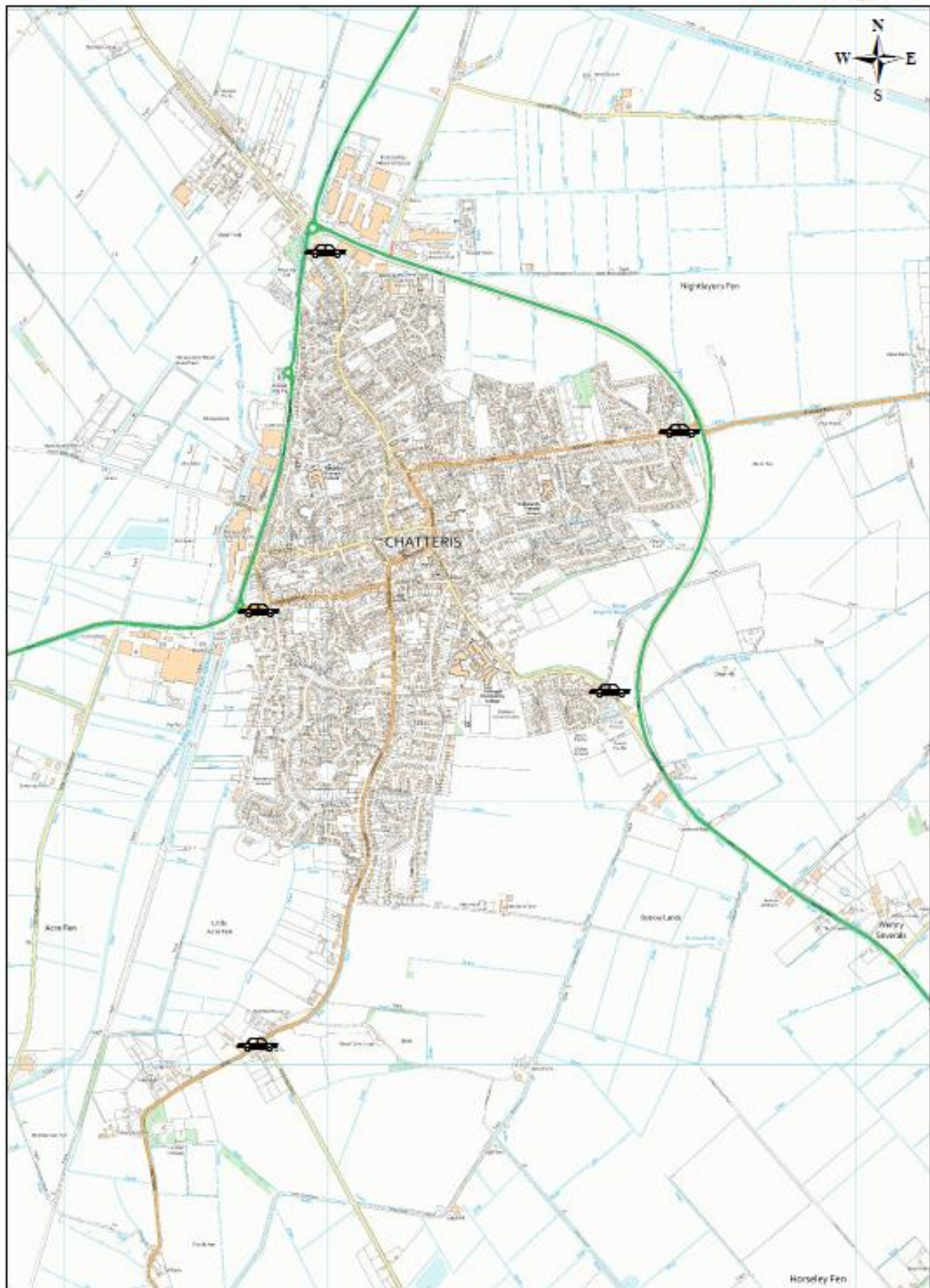
3.16 19,406 motor vehicles, 48 pedal cycles and 194 pedestrians enter and leave Chatteris between 7.00 am and 7.00 pm each day (two-way flows).

Table 3.7 Vehicles Entering & Leaving Chatteris

Vehicle Type	Vehicles							
	<u>VEHICLE INDEX</u>						2020 12 Hour Flow	2020 Modal Split
	2010	2016	2017	2018	2019	2020		
Motor Cycles	100	440	225	96	181	102	54	0.27%
Cars & Taxis	100	118	113	127	131	116	15,729	80%
Light Goods	100	101	106	108	106	121	3,084	16%
Heavy Goods	100	173	159	158	160	88	300	2%
Bus & Coach	100	128	62	53	54	116	239	1%
All Motor Vehicles	100	117	113	124	127	116	19,406	99%
Pedal cycles	100	90	235	70	80	120	48	0%
Pedestrians	100	210	420	186	189	153	194	1%
Total (All modes)	100	118	115	124	128	116	19,648	100%

Figure 3.7

Chatteris



Scale (at A4): 1:23907 Centred at: 539534,285582 Date: 03/09/2020 © Crown copyright and database rights 2020 OS 100023205

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.

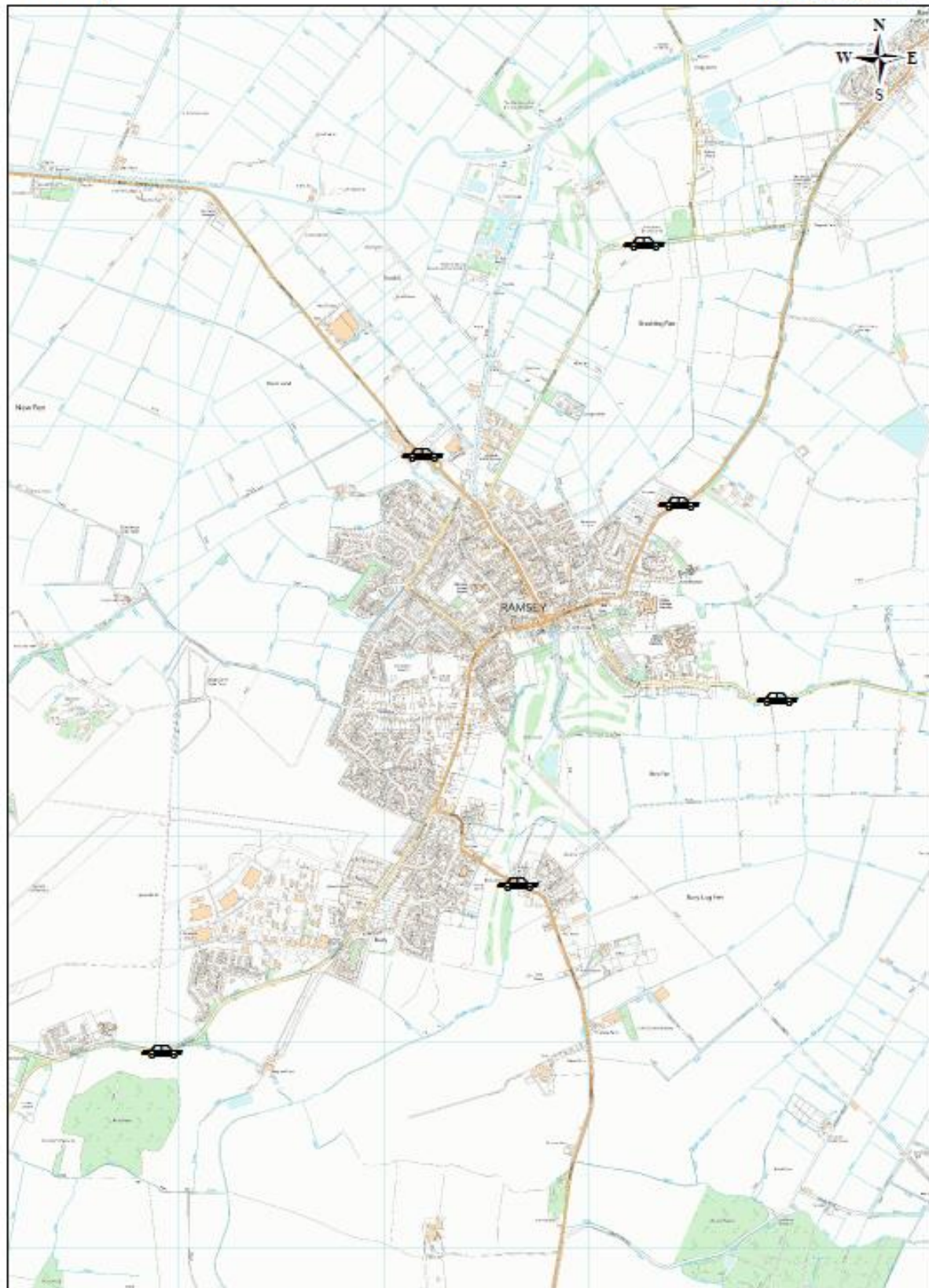
3.18 18,998 motor vehicles, 41 pedal cycles and 153 pedestrians enter and leave Ramsey between 7.00 am and 7.00 pm each day (two-way flows).

Table 3.8 Vehicles Entering & Leaving Ramsey

Vehicle Type	Vehicles							
	VEHICLE INDEX						2020 12 Hour Flow	2020 Modal Split
	2010	2016	2017	2018	2019	2020		
Motor Cycles	100	96	101	101	146	103	80	0.42%
Cars & Taxis	100	106	109	108	111	102	15,205	79%
Light Goods	100	95	106	94	94	112	3,066	16%
Heavy Goods	100	182	116	173	163	113	504	3%
Bus & Coach	100	96	60	56	53	71	143	1%
All Motor Vehicles	100	106	108	107	109	104	18,998	99%
Pedal cycles	100	100	62	82	76	75	41	0%
Pedestrians	100	63	100	93	61	83	153	1%
Total (All modes)	100	106	108	107	109	103	19,192	100%

Figure 3.8

Ramsey



Scale (at A4): 1:31291 Centred at: 528422,284922 Date: 03/09/2020 © Crown copyright and database rights 2020 OS 100023205

Whittlesey

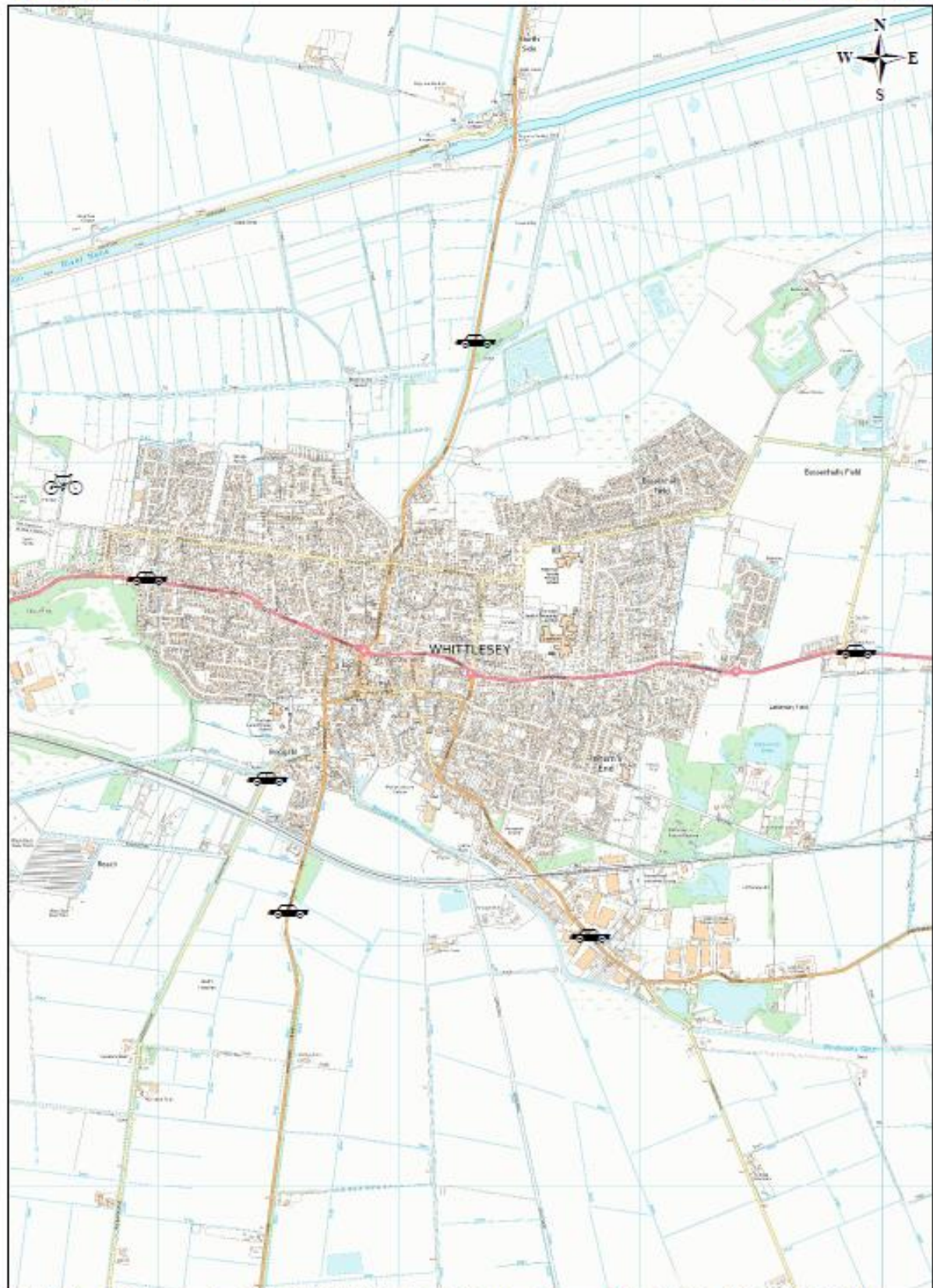
- 3.19 The locations of the outer cordon and inner screenline monitoring points are shown in Figure 3.9 and the results are summarised in Tables 3.9.
- 3.20 32,386 motor vehicles, 111 pedal cycles and 228 pedestrians enter and leave Whittlesey between 7.00 am and 7.00 pm each day (two-way flows).

Table 3.9 Vehicles Entering and Leaving Whittlesey

Vehicle Type	Vehicles							
	VEHICLE INDEX						2020 12 Hour Flow	2020 Modal Split
	2010	2016	2017	2018	2019	2020		
Motor Cycles	100	71	102	76	76	44	89	0.27%
Cars & Taxis	100	112	115	117	125	107	24,234	74%
Light Goods	100	101	114	109	111	117	5,838	18%
Heavy Goods	100	134	122	135	163	144	2075	6%
Bus & Coach	100	53	34	33	35	46	150	0%
All Motor Vehicles	100	110	114	116	123	110	32,386	98%
Pedal cycles	100	285	269	221	115	95	111	0%
Pedestrians	100	251	215	242	143	146	228	1%
Total (All modes)	100	112	115	117	124	110	32,935	100%

Figure 3.9

Whittlesey



Scale [at A4]: 1:20254 Centred at: 527296,297232 Date: 03/09/2020 © Crown copyright and database rights 2020 OS 100023205

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 40% decrease in cycle trips in 2020 compared with 2019. Overall growth in 2020 from the 2004-05 average baseline is 4%, this is due to the lockdown restrictions during the Covid-19 pandemic.
- 4.4 The River Cam bridge surveys undertaken in April are a major component of the index, as the county was under a national lockdown during April 2020 the survey was re-commissioned during October 2020 when there was a period of restrictions easing.

Table 4.1 Cambridgeshire Cycle Flows at Selected Locations

Year	Increase from 2004-2005 average baseline
2016	56%
2017	75%
2018	68%
2019	72%
2020	4%

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. ¹

¹ Data source: <https://www.gov.uk/government/statistical-data-sets/walking-and-cycling-statistics-cw>

5. THE BUSWAY

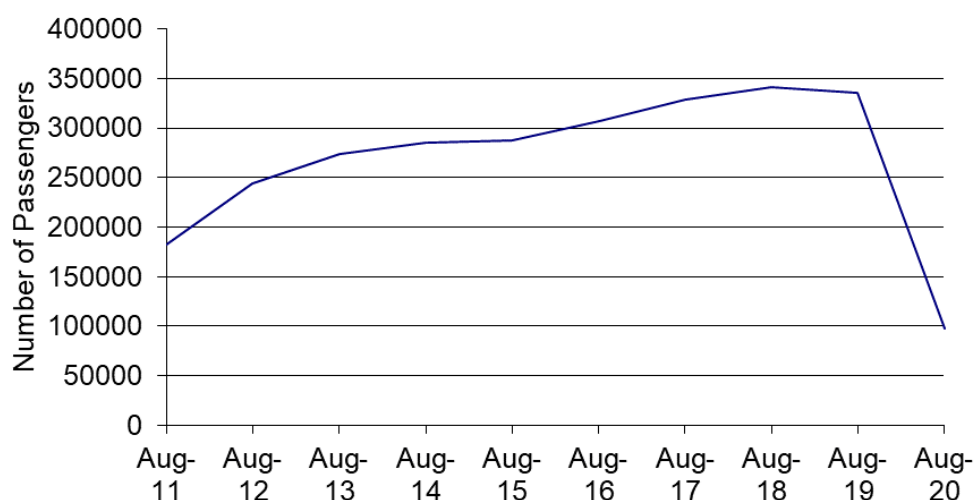
Introduction

- 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 2020 there were over 1.5 million bus passenger journeys on the Busway. This is a decrease of 64% compared with 2019. 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 2020.

Table 5.1 Cyclists and pedestrians using the maintenance track

	St. Ives Park and Ride Site	Under A14, Impington	Trumpington
Cyclists	181	918	1,624
Pedestrians	159	341	689

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	2010	2016	2017	2018	2019	Apr-20	Oct-20
A1134	Elizabeth Way	23,353	24,546	24,258	23,618	23,699	9,968	21,408
C292	Victoria Avenue	11,630	11,158	11,085	10,442	10,163	2,863	7,983
C290	Bridge Street	2,016	1,800	2,338	2,206	2,219	647	1,889
C294	Silver Street	3,824	4,357	4,225	4,544	3,141	382	624
A1134	Fen Causeway	18,544	15,736	16,937	15,605	17,738	5,523	15,614
	TOTAL	59,367	57,598	58,843	56,416	56,960	19,383	47,518

Table 2: Cambridge Radials - 12 Hour Flows						
Total Motor Vehicles						
Location	2010	2016	2017	2018	2019	2020
Histon Road	21,219	23,633	22,822	22,639	21,720	15,504
Milton Road	25,552	26,971	27,421	27,046	26,327	19,653
Horningsea Road	13,075	14,714	15,406	13,766	14,636	12,935
Newmarket Road	20,861	21,027	21,551	21,503	21,516	17,627
High St Teversham	2,898	3,210	2,930	2,923	2,607	2,272
Fulborn Road	9,428	9,774	10,158	9,675	9,835	6,607
Wort'sC'way (adj)	1,184	1,052	859	1,207	1,265	862
Lime Kiln Rd (adj)	6,720	6,286	4,772	6,671	6,962	6,783
Babraham Road	12,521	14,086	13,942	13,319	12,845	11,489
Granhams Road	4,031	3,369	3,506	3,804	3,080	2,744
Shelford Road	8,797	10,145	10,302	9,879	10,808	8,361
Hauxton Road	18,410	28,040	27,019	25,369	28,595	22,894
Coton Road	3,629	3,251	2,996	3,169	3,041	2,252
Barton Road	10,342	11,956	11,770	12,024	11,979	9,810
Madingley Road	13,397	15,309	14,821	16,797	15,542	11,224
Huntingdon Road	9,273	9,006	7,894	7,653	6,808	6,602
Girton Road	4483	4,628	5,160	4,671	4,842	4,164
Guided Busway	-	226	273	235	0	124
Total	186,093	206,683	203,602	202,350	202,408	161,907

Table 3: Cambridge Cycle Route Monitoring – 12 Hour Flows								
Location	2010	2016	2017	2018	2019	2019	Apr-20	Oct-20
Newnham	2,024	1,900	2,300	2,313	1,470	1,470	960	987
Comberton	318	249	375	413	176	176	389	160
Toft	137	19	160	124	140	140	311	50
Dry Drayton	69	74	121	128	86	86	147	22
Oakington	351	24	275	329	150	150	404	86
Milton	918	554	1,208	1,175	825	825	597	438
Fulbourn	241	190	273	188	148	148	291	98
Teversham	211	206	328	335	141	141	388	86
Coldham's Lane	1,651	1,417	2,042	1,573	1,902	1,902	943	955
Carter Cycle Bridge	2,793	3,092	3,301	3,517	2,562	2,562	698	1,499
A1301 through Gt. Shelford	824	64	1,051	1,096	464	464	875	441
Hills Road	3452	464	3,569	1,925	4,016	4,016	1,563	2,065
Long Road	968	993	1,269	1,686	1,491	1,491	604	1,161
Jubilee Way	746	827	1,894	1,049	1,108	1,108	391	766
Cambridge Road, Sawston	530	288	732	868	347	347	472	325
Swaffham Bulbeck - Prior	89	40	117	149	41	41	299	21
A1303 Quy to Bottisham	194	140	274	177	68	68	276	52
Total	15,516	10,541	19,289	17,045	15,135	15,135	9,608	9,212

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

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