Transport update: Cambridge and South Cambridgeshire

COVID-19 transport impacts and recovery

September 2024

Policy & Insight Team, Cambridgeshire County Council

Transport Update Aims

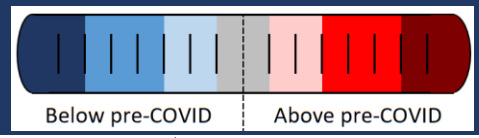
This report is intended to:

- Provide a **basis for discussion for the Greater Cambridge Partnership** (GCP) to understand and identify existing challenges and future data needs.
- Summarise the on-going **impacts of COVID-19** on trends in transport and mobility up to 30th September 2024.
- Highlight **changes in key indicators** by comparing September 2024 data to a pre-pandemic baseline (September 2019 or closest possible equivalent), mid-COVID (September 2021) and to last year (September 2023).
- Due to the availability of comparable data, comparison with pre-COVID levels is becoming increasingly difficult for some datasets. From January 2025, the baseline for this quarterly analysis will therefore shift from 2019/20 to 2023. Some comparisons with pre-COVID levels will continue to be provided where possible but the main focus will be to monitor the latest trends against 2023 levels.

Notes:

- **Comparison periods may vary** across the different datasets based on the availability of historic data – comparison periods are clearly noted for each dataset.
- Where reference is made to 'Weekdays' this only includes Monday, Tuesday, Wednesday and Thursday.
- Data from the permanent traffic sensors and Annual Traffic Surveys can now be viewed in a series of online dashboards.

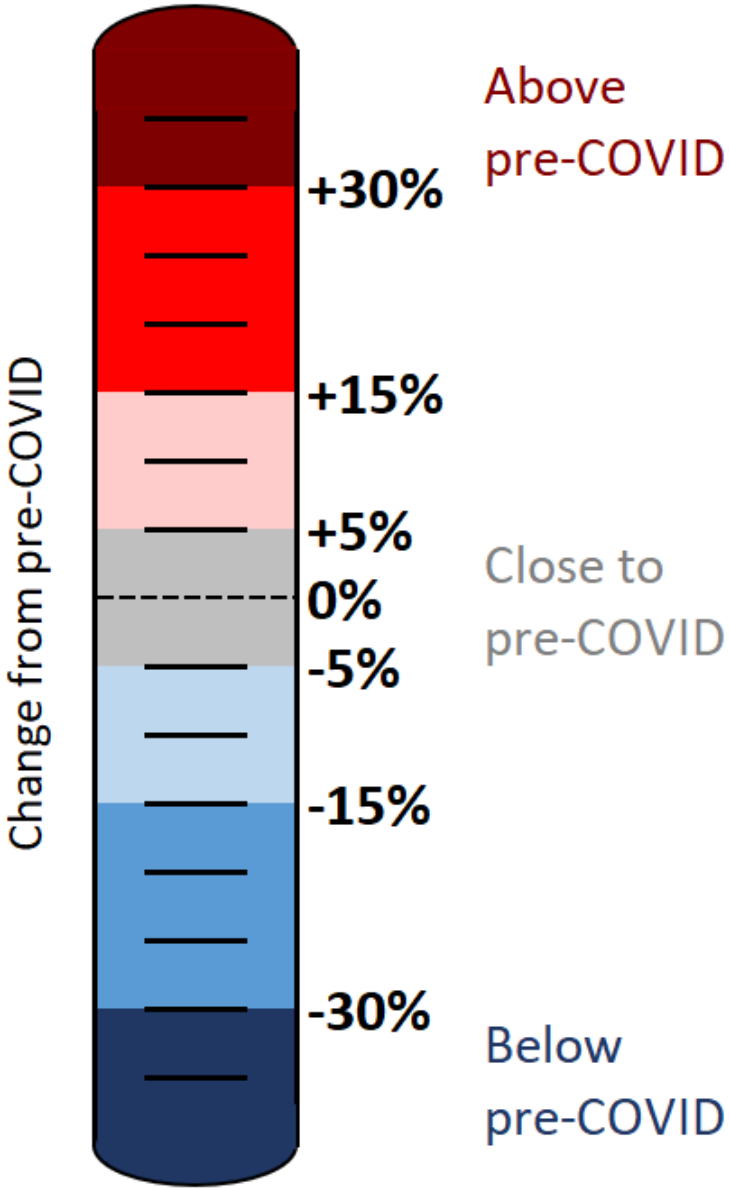
Colour scale



The statistics in this pack have been **colour-coded using a heat scale** to reflect the level of recovery being experienced (pre-COVID compared to now).

A positive (red) value indicates that levels have increased **above** those experienced pre-COVID.

A negative (blue) value indicates that levels remain **below** pre-COVID.



Tip:

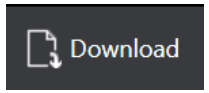
Look out for the colour scale bar in the **top right-hand corner** of each page for a reminder of the heat scale used to indicate the level of recovery throughout the pack.

Accessibility

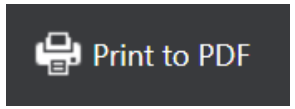
To access the full functionality of PowerPoint, we recommend opening the slides in **full screen mode.** To do this, click the “Open in New Window” button in the bottom right-hand corner.

1) Navigate through the slide pack using the left and right arrows in the middle-bottom of the screen. Clicking on the sentence “Slide x of x” brings up a pop-up listing all the slides so you can navigate directly to a slide of interest.

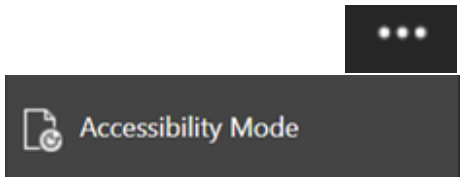
2) Open the Notes for each slide to see the data source, technical notes and any additional commentary. See the **“Notes”** button in the bottom right-hand corner.



3) Use the **“Download”** button to the right of the centre at the top of the screen to download the slides as a .pptx file.



4) Use the **“Print to PDF”** option to save the PowerPoint as a PDF document (but please be aware you will lose access to the Notes section which contains additional information for the slide).

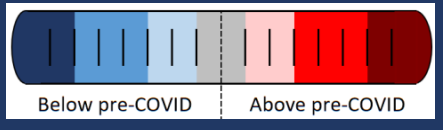


5) Use the **“More options”** icon in the top right-hand corner and choose **“Accessibility mode”** from the pop-up menu to access the slides in a different format which will display any Alt Text that has been set for charts and images.

We are continually working to improve the accessibility of our content. If you find you are unable to access any part of this update, please contact policyandinsight@cambridgeshire.gov.uk and we will be happy to investigate providing information in a different format.

Overview

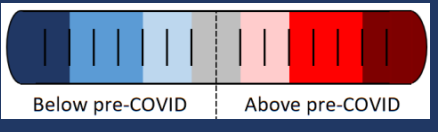
Recovery Tracker



Has transport use returned to pre-COVID levels?

Data Source	Pre-COVID	Apr 2020	June 2020	Sept 2020	Dec 2020	Mar 2021	Jun 2021	Sept 2021	Dec 2021	Mar 2022	Jun 2022	Sept 2022	Dec 2022	Mar 2023	Jun 2023	Sep 2023	Dec 2023	Mar 2024	Jun 2024	Sep 2024	Trendline
Workplace attendance, Cambridge (Google Mobility)	0%	-75%	-59%	-48%	-46%	-53%	-32%	-36%	-42%	-24%	-26%	-31%									
Workplace attendance, South Cambs (Google Mobility)	0%	-70%	-48%	-34%	-43%	-38%	-17%	-16%	-31%	-11%	-12%	-11%									
Retail footfall, Cambridge (Cambridge BID)	0%	-87%	-69%	-29%	-43%	-62%	-18%	-15%	-19%	-10%	-1%	-5%	-14%	-12%	+3%	-5%	-15%	-7%	-3%	-11%	
One Station Square Footfall (Cambridge BID)	0%	-92%	-81%	-52%	-71%	-72%	-31%	-33%	-43%	-24%	-6%	-27%	-50%	-24%	-18%	-34%	-57%	-40%			
Walking, Cambridge (Vivacity)	0%	-	-45%	-18%	-39%	-16%	-11%	-3%	-20%	-34%	-30%	-24%	-22%	-10%	-1%	+8%	-22%	+6%	-8%	+3%	
Cycling, Cambridge (Vivacity)	0%	-	-52%	-31%	-41%	-39%	-29%	-23%	-29%	-14%	-12%	-21%	-25%	-29%	-11%	-19%	-37%	+0%	-18%	-29%	
Car Parking, Cambridge (Cambridge City Council)	0%	-97%	-74%	-11%	-31%	-79%	-14%	-8%	-4%	-24%	-17%	-15%	-21%	-22%	-20%	-17%	-11%	-18%	-18%	-12%	
Local Road Vehicles, Cambridge (Vivacity)	0%	-	-43%	-11%	-11%	-19%	-5%	-7%	-11%	-8%	-3%	-8%	-13%	-7%	-9%	-4%	-10%	-9%	-10%	+5%	
Strategic Road Vehicles, Cambridgeshire (National Highways)	0%	-69%	-36%	-11%	-29%	-30%	-6%	-2%	-7%	-8%	-3%	-4%	-4%	-7%	+0%	+2%	+6%	+2%	+5%	+10%	
Rail passengers, Cambridge Station (Office of Rail and Road, updated annually)	0%	-	-81%				-40%				-22%				tba				tba		
Bus passengers, Cambridge depot (Stagecoach)	0%	-86%	-77%	-	-80%	-80%	-51%	-37%	-38%	-27%	-23%	-21%	-27%	-13%	-12%	-9%	-13%	-5%	-5%	-6%	
Park and Ride passengers, Cambridge (Stagecoach)	0%	-99%	-91%	-63%	-72%	-100%	-53%	-40%	-41%	-26%	-16%	-16%	-12%	+0%	+16%	+13%	+7%	+22%	+25%	+22%	
Air Pollution (Cambridge City Council)	0%	-53%	-46%	-23%	-9%	-40%	-29%	-22%	-25%	-7%	-39%	-37%	-21%	-41%	-31%	-38%	-40%	-44%	-38%	-37%	

Headlines: September 2024



Local Roads

Volumes at

+5%

compared to pre-COVID
(see analysis on slide 22 onwards)

Strategic Roads

Volumes at

+10%

compared to pre-COVID
(see analysis on slide 11 onwards)

Car Parking

Patronage at

-12%

compared to pre-COVID
(see analysis on slide 43 onwards)

Bus

Patronage at

-6%

compared to pre-COVID
(see analysis on slide 49 onwards)

Park and Ride

Patronage at

+22%

compared to pre-COVID
(see analysis on slide 52)

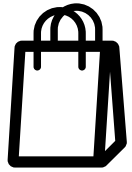
Station Square Footfall*

Volumes at

-40%*

compared to pre-COVID
(see analysis on slide 48)

Retail Footfall



Volumes at

-11%

compared to pre-COVID
(see analysis on slide 40 onwards)

Walking**

Volumes at

+3%

compared to pre-COVID
(see analysis on slide 36)

Cycling**

Volumes at

-29%

compared to pre-COVID
(see analysis on slide 35)

Air Pollution

Concentrations at

-37%

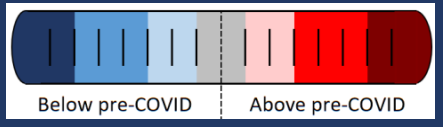
compared to pre-COVID
(see analysis on slide 56 onwards)

*Analysis of Station Square footfall has not been updated since March 2024 due to suspected problems with the data at this location.

**Please note limited walking & cycling data available.

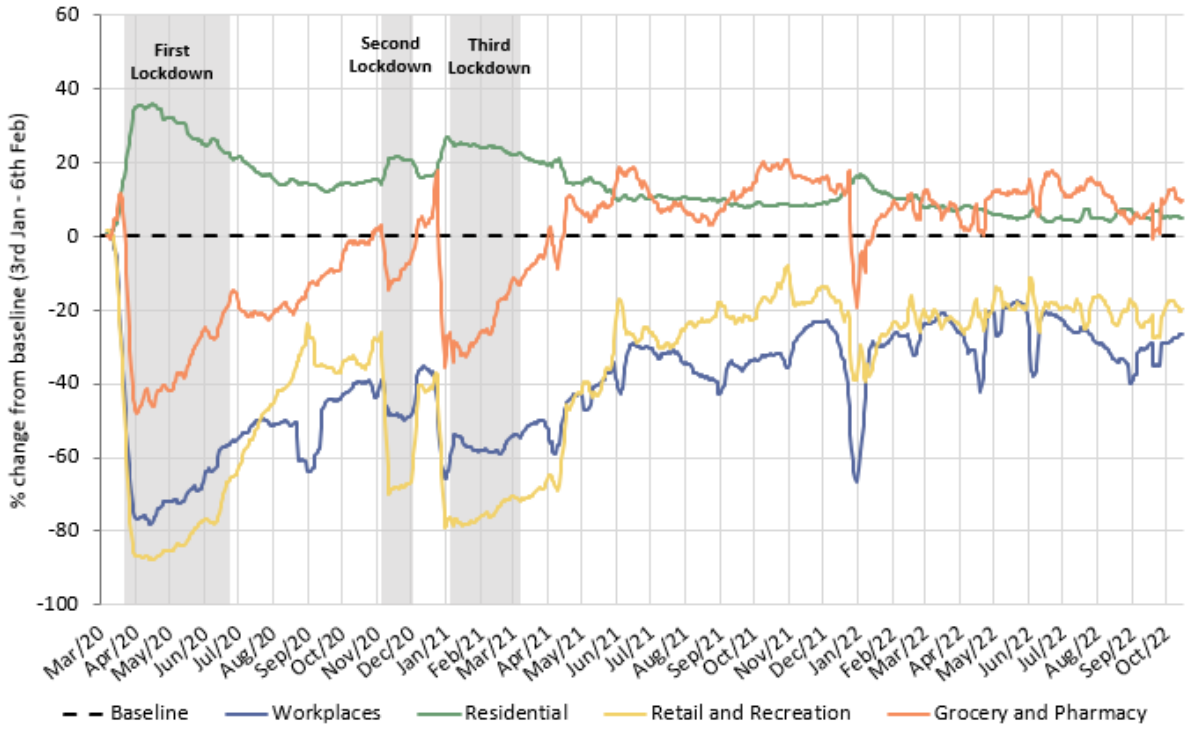
Travel Demand

Has COVID-19 changed where we spend our time?

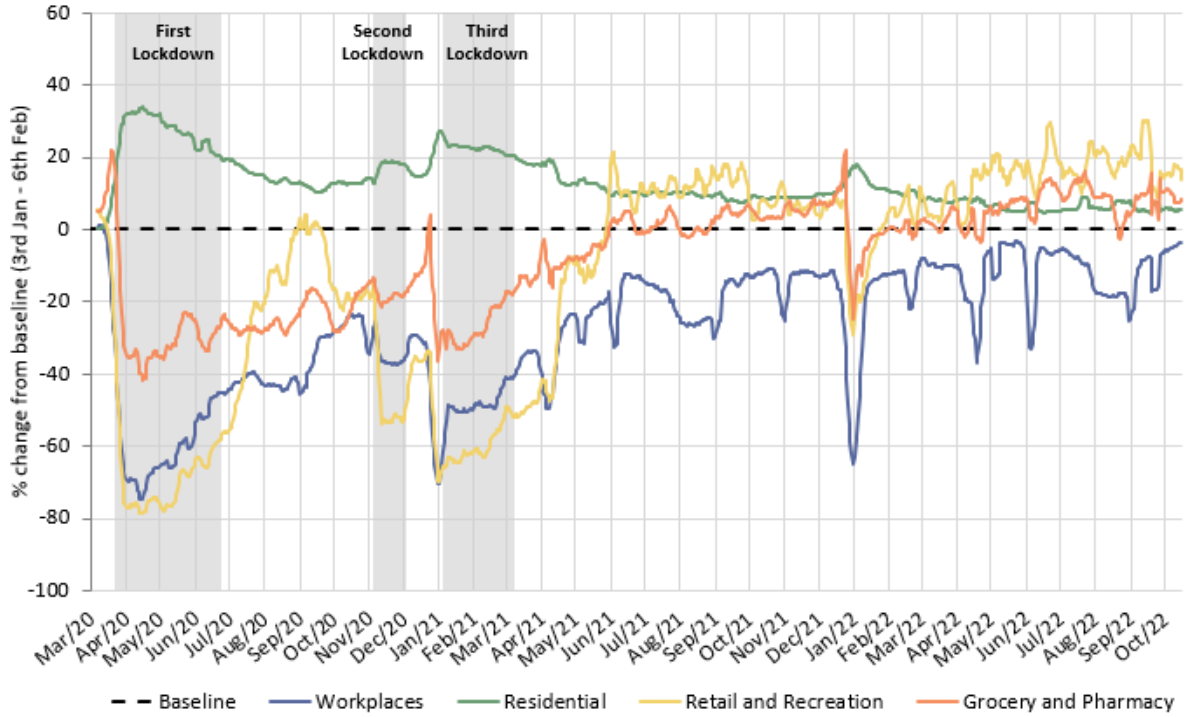


The pandemic caused us to spend more time at home and less time at a designated workplace. Whilst the extent of this impact has steadily reduced since Spring 2021, an impact was still being seen when Google discontinued this dataset in October 2022, particularly in Cambridge.

Cambridge



South Cambridgeshire

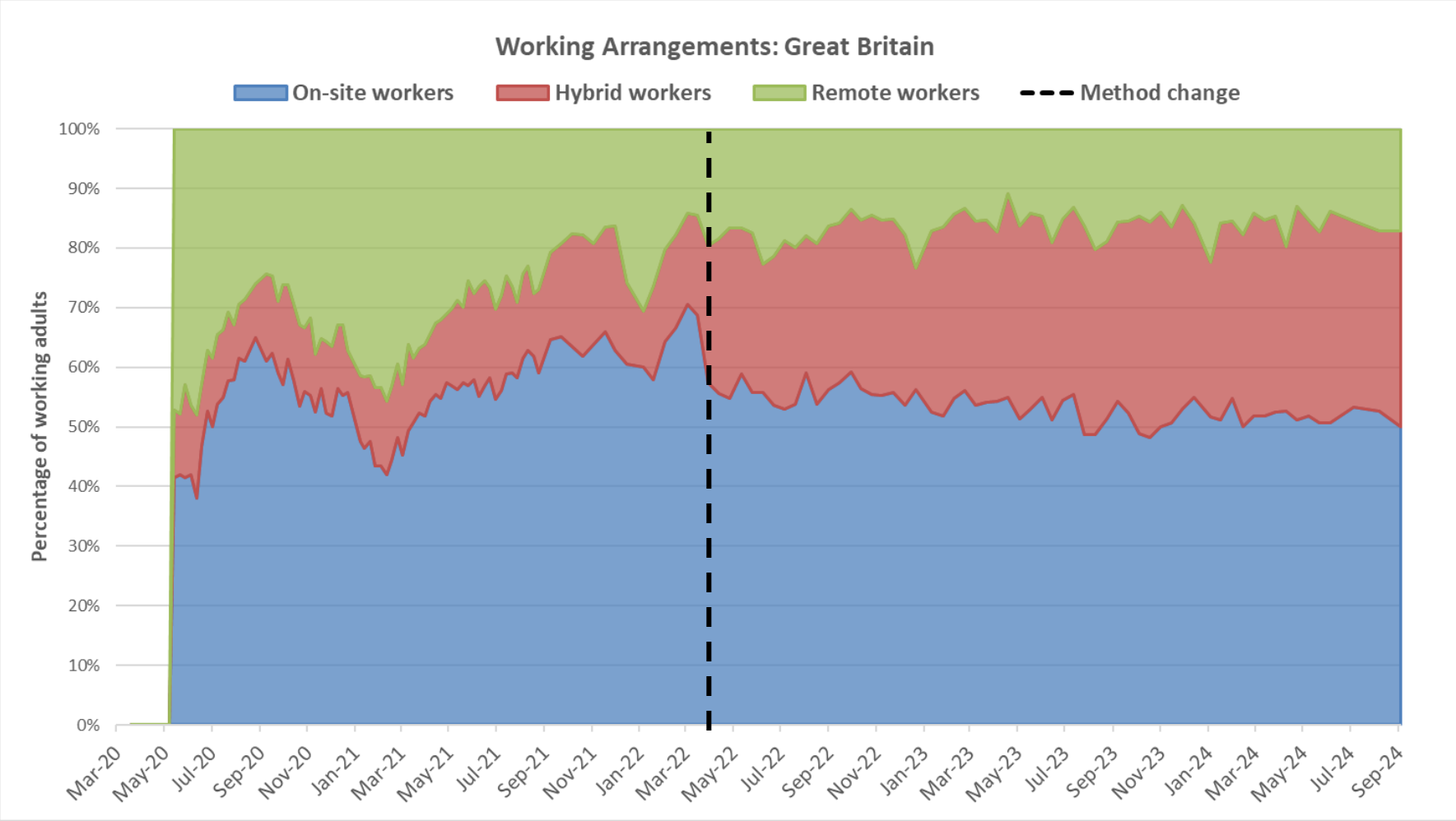


	Pre-Covid to Now: Baseline (Jan/Feb 2020) to Oct* 2022			
	Workplaces	Residential	Retail and Recreation	Grocery and Pharmacy
Cambridge	-26	+5	-19	+11
South Cambridgeshire	-3	+5	+16	+9

*Sourced from Google Mobility data which was discontinued on 16th October 2022. Numbers represent the % change from the baseline period. The baseline period is defined by Google as 3rd Jan – 6th Feb 2020.

Is home working here to stay?

The ONS captures the working arrangements of a sample of approx. 800 working adults across Great Britain on a fortnightly basis. The results suggest that on-site working has been stable since the latter stages of the pandemic (50-60% of working adults). Hybrid working has increased since 2020 but is now stabilising (32%); whereas fully remote work has decreased since the pandemic. Census 2021 data suggests that hybrid and remote working is more common in Cambridge & South Cambs than it is nationally.



Year	Percentage of working adults [Great Britain annual average]		
	On-site working	Hybrid working	Remote working
2020	54%	12%	34%
2021	55%	14%	30%
2022	58%	24%	18%
2023	53%	32%	16%
2024 (partial)	52%	32%	16%

Locally, the 2021 Census (March 2021), demonstrated that levels of remote working in Cambridge (46%) and South Cambs (44%) were higher than the national average (31%) whilst East Cambs (35%) and Hunts (35%) were more similar. Fenland (20%) and Peterborough (25%) were lower than the national average. It is likely that this pattern is a result of the types of employment being undertaken in these areas, with some industries better able to accommodate home working than others. It's likely that differences between working arrangements across the districts remain today.

Source: Travel to Work Summary

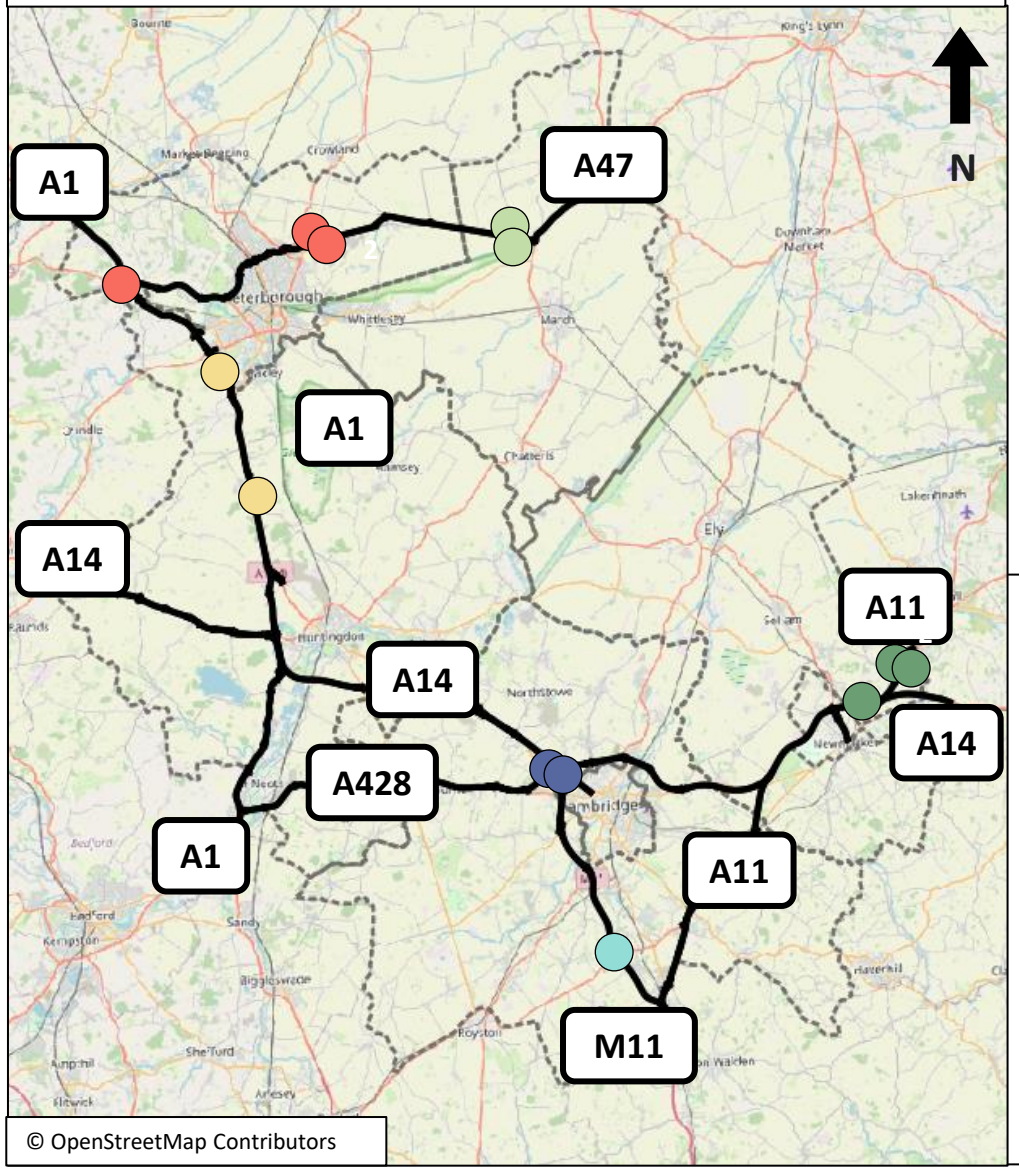
Source: ONS Working Arrangements data for Great Britain. ONS made small changes to the sample of respondents in April 2022 and caution is advised comparing data before/after this date.

On-site working is someone that only worked from a workplace away from home. **Remote working** is someone who only worked from home. **Hybrid working** is a combination of working away from home and at home.

Strategic Road Network

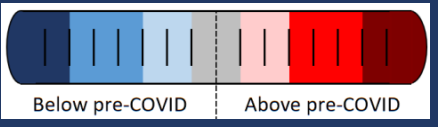
Strategic Road Network Monitoring Sites

Strategic Road Network traffic monitoring sites with continuous data



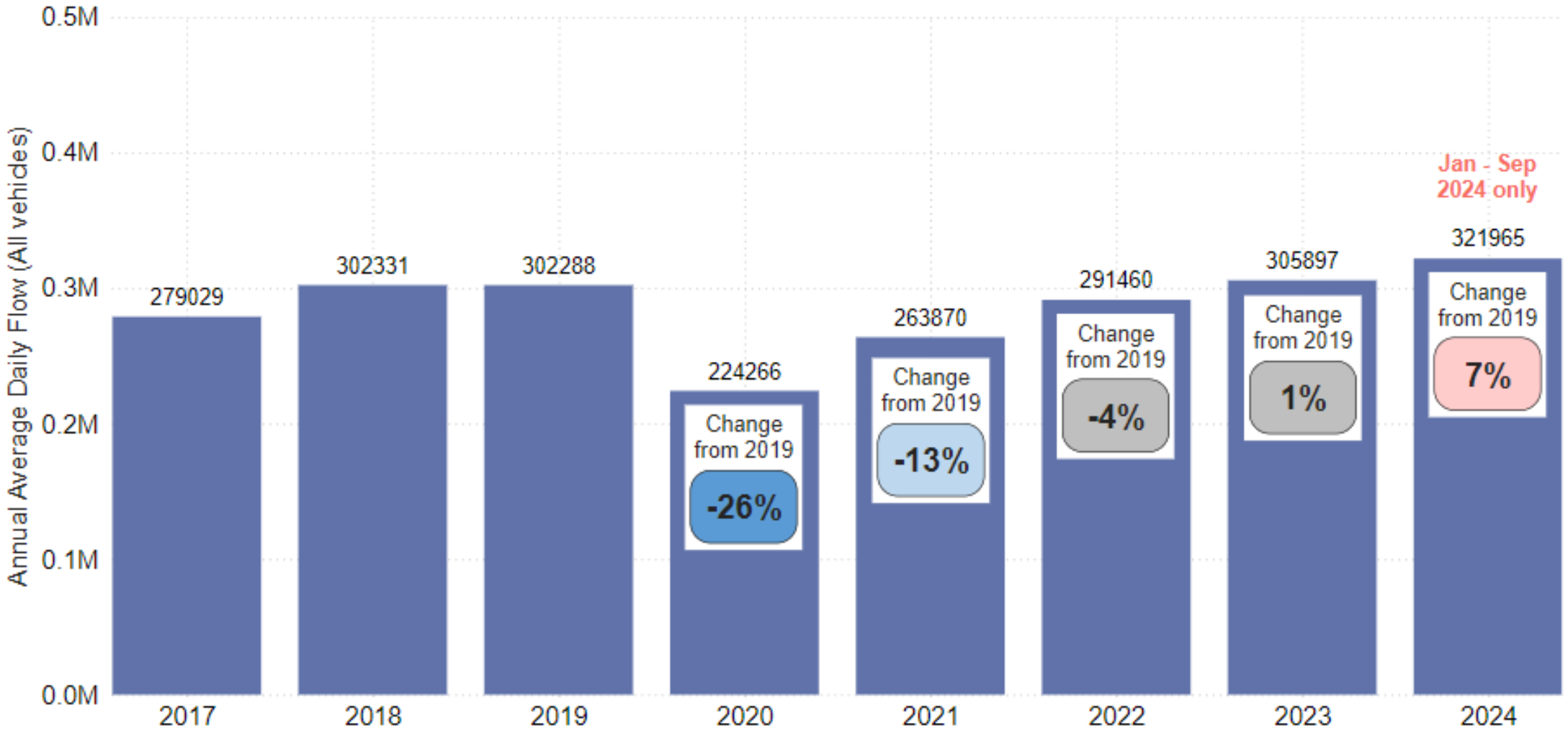
- National Highways have approximately 1,400 permanent traffic monitoring sites on the strategic road network within Cambridgeshire and Peterborough.
- Each monitoring site varies in its ability to reliably provide data over time, and periods of inactivity are common. It is therefore not appropriate to conduct a long-term analysis for all sites.
- For this reason, only the 13 sensors with uninterrupted data from January 2019 onwards are included in this analysis. These 13 sites are shown on the map to the left.
- Please note the number of sensors used within this analysis has decreased since the last update due to sensor outages. Therefore, absolute flow volumes will not be comparable to previous updates.

Strategic Road Network: Annual Average Daily Flow by Year



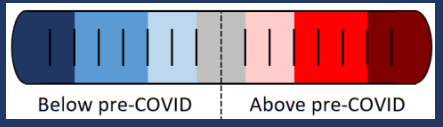
In Cambridgeshire and Peterborough, traffic volumes on the Strategic Road Network are now above pre-COVID volumes (+7%).

Annual Average Daily Flow (sum of 13 sensors)



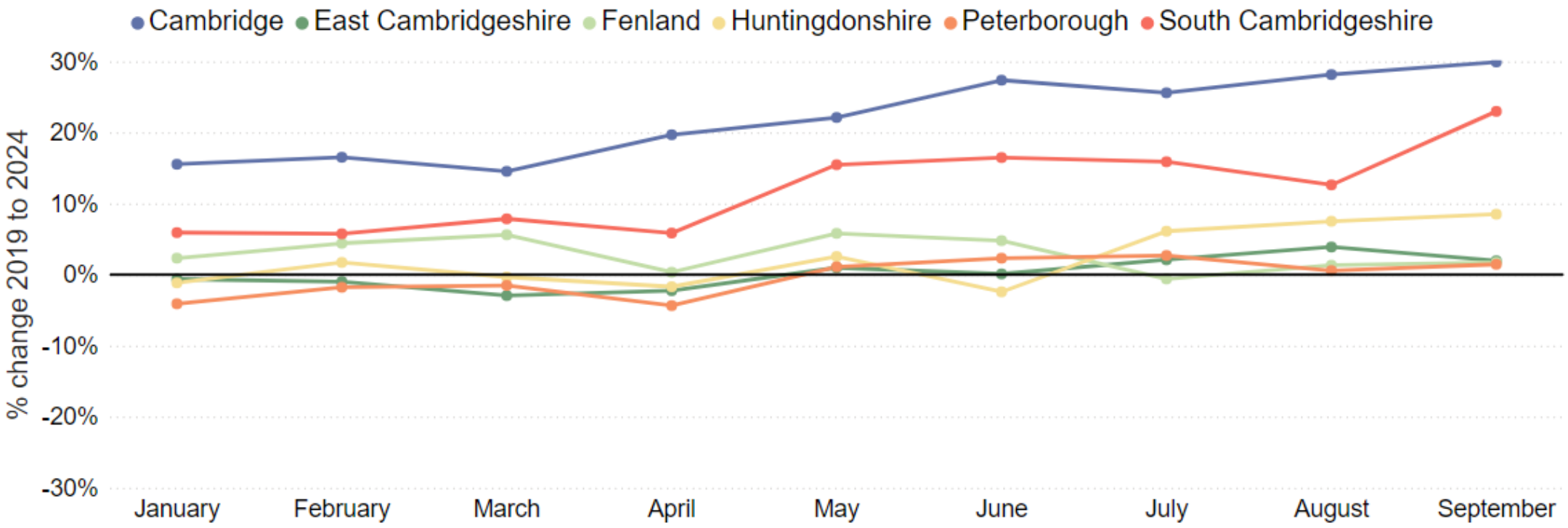
Analysis based on 13 sensors across Cambridgeshire and Peterborough.

Strategic Road Network: Average Daily Flow by Month



In September 2024, strategic road flows were above pre-COVID volumes in all districts. Cambridge was furthest ahead (+30%) followed by South Cambridgeshire (+23%). Peterborough (+1%), East Cambridgeshire (+2%) and Fenland (+2%) were just above September 2019.

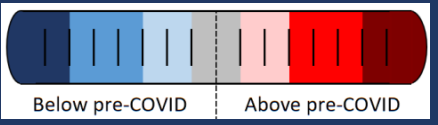
Percentage change from the same month in 2019



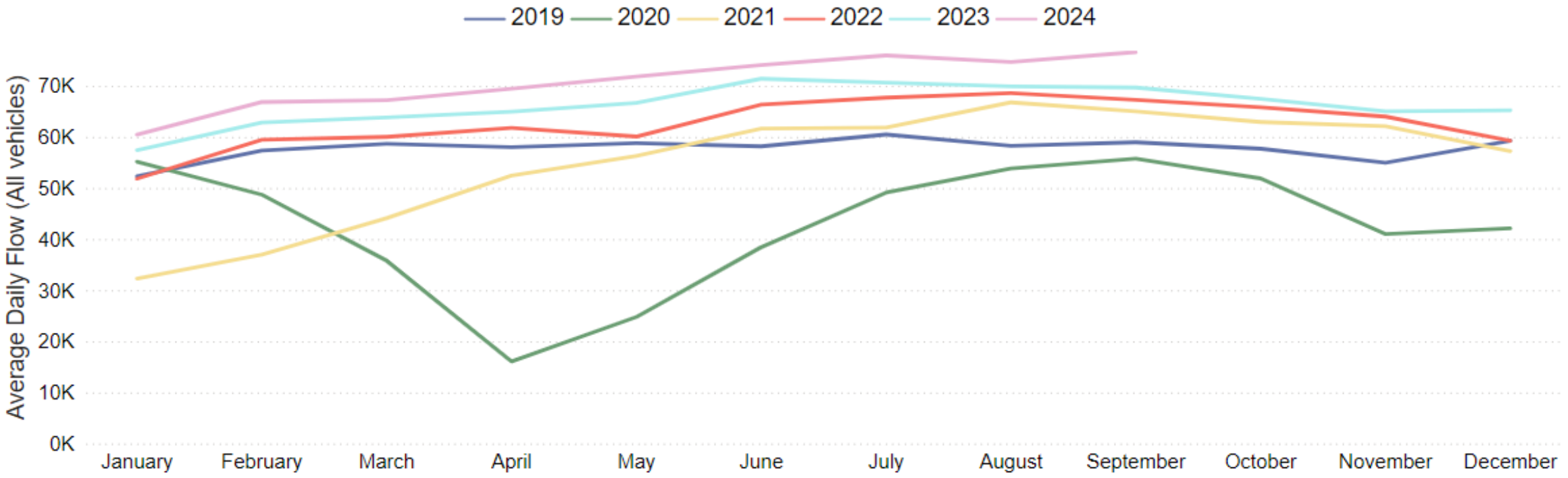
Pre-COVID to Now: Sep 2019 to Sep 2024						
Cambridge	East Cambridgeshire	Fenland	Huntingdonshire	Peterborough	South Cambridgeshire	All Districts
+30%	+2%	+2%	+9%	+1%	+23%	+10%

Analysis based on 13 sensors across Cambridgeshire and Peterborough.

Strategic Road Network: Cambridge



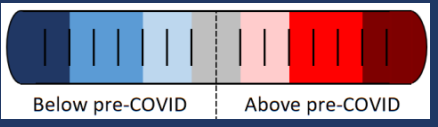
Cambridge strategic road volumes now exceed pre-COVID volumes (+30%). Traffic volumes on the M11 have increased month-on-month since the start of 2024.



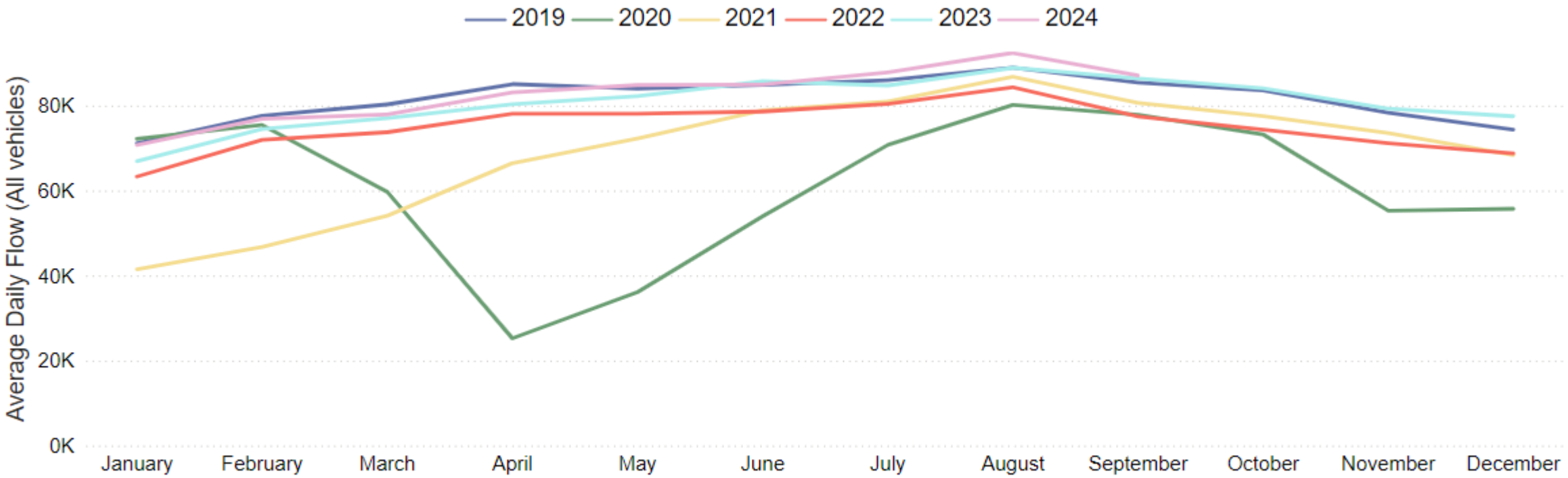
Pre-COVID to Now: Sep 2019 to Sep 2024	Mid-COVID to Now: Sep 2021 to Sep 2024	Previous year to Now: Sep 2023 to Sep 2024
+30%	+18%	+10%

Analysis based on 2 sensors on the M11.

Strategic Road Network: East Cambridgeshire



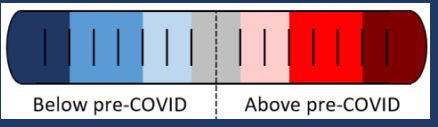
East Cambridgeshire strategic road volumes are just above pre-COVID volumes (+2%) in September 2024. Volumes have increased throughout 2024 and show a similar monthly trend to 2019.



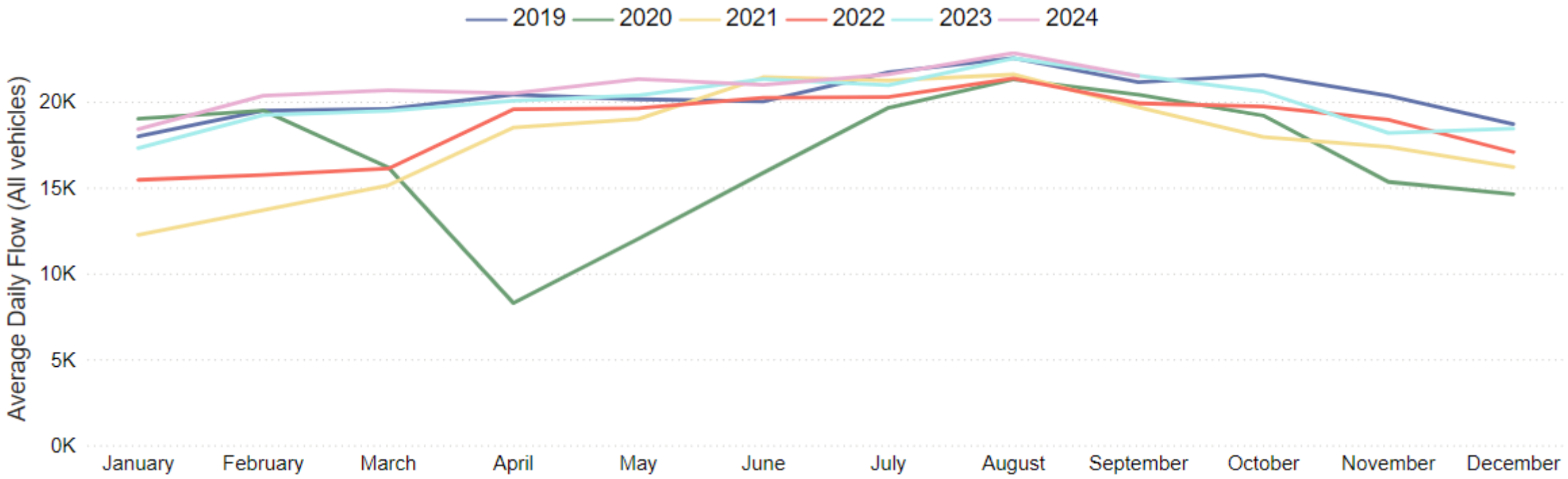
Pre-COVID to Now: Sep 2019 to Sep 2024	Mid-COVID to Now: Sep 2021 to Sep 2024	Previous year to Now: Sep 2023 to Sep 2024
+2%	+8%	+1%

Analysis based on 3 sensors, 1 on the A14 and two on the A11.

Strategic Road Network: Fenland



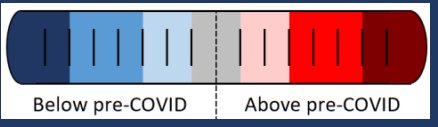
Fenland strategic road volumes are just above 2019 volumes (+2% in September 2024) and show a similar trend to 2019 and 2023 volumes so far this year.



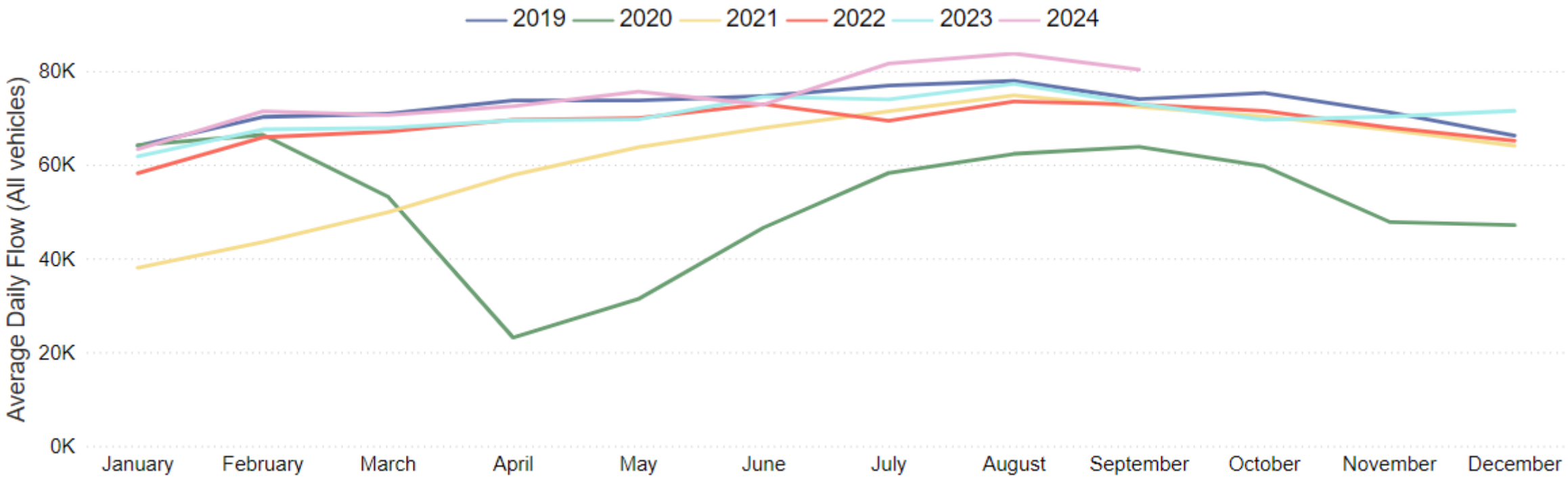
Pre-COVID to Now: Sep 2019 to Sep 2024	Mid-COVID to Now: Sep 2021 to Sep 2024	Previous year to Now: Sep 2023 to Sep 2024
+2%	+9%	No change

Analysis based on 2 sensors on the A47.

Strategic Road Network: Huntingdonshire



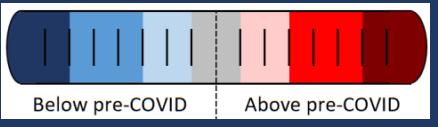
Huntingdonshire strategic road volumes are above 2019 levels (+9%). Strategic road flows in Huntingdonshire have been exceeding the levels observed in previous years since July 2024.



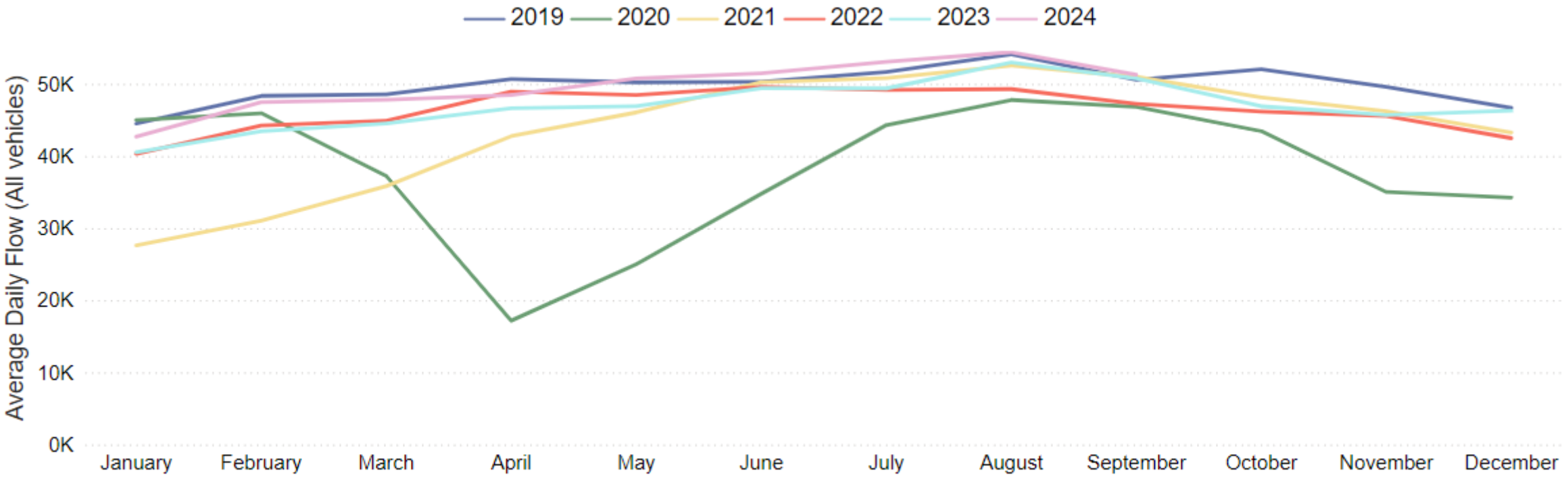
Pre-COVID to Now: Sep 2019 to Sep 2024	Mid-COVID to Now: Sep 2021 to Sep 2024	Previous year to Now: Sep 2023 to Sep 2024
+9%	+11%	+10%

Analysis based on 2 sensors on the A1(M).

Strategic Road Network: Peterborough



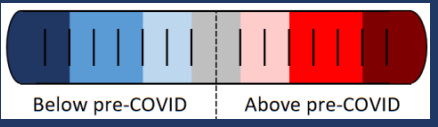
Peterborough strategic road volumes are back at pre-COVID volumes (+1%). 2024 volumes have closely mirrored 2019 volumes over the summer months.



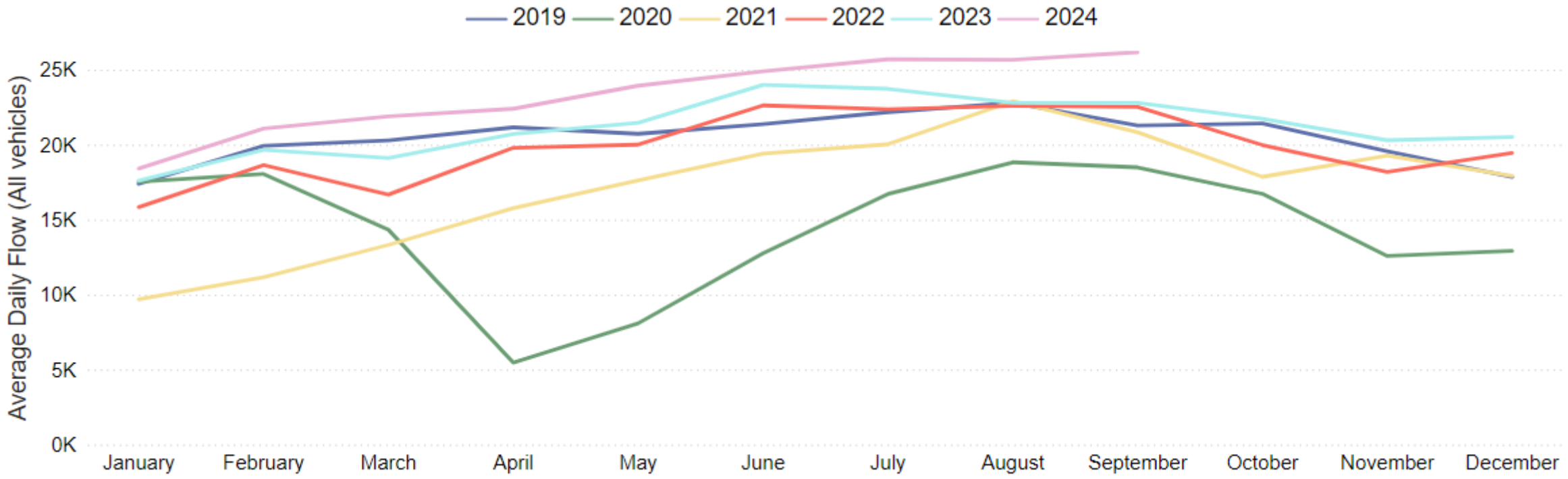
Pre-COVID to Now: Sep 2019 to Sep 2024	Mid-COVID to Now: Sep 2021 to Sep 2024	Previous year to Now: Sep 2023 to Sep 2024
+1%	+1%	+1%

Analysis based on 2 sensors on the A47 and 1 sensor on the A1.

Strategic Road Network: South Cambridgeshire



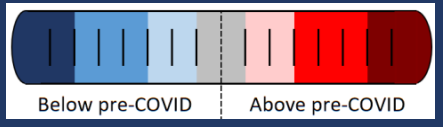
South Cambridgeshire strategic road volumes have been exceeding the flows observed in previous years since the start of the year. The latest strategic road flows for September suggest an increase of 23% since 2019, having increased quite a lot in the last 12 months (+15%).



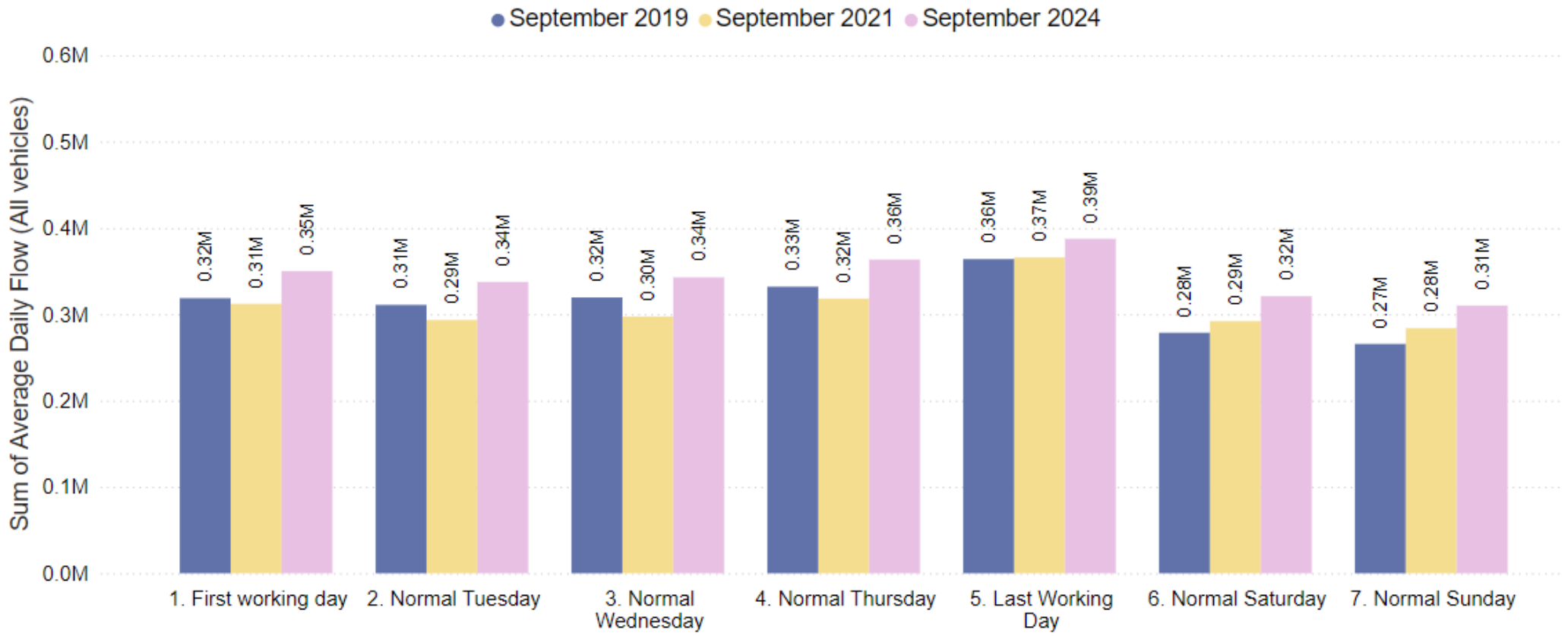
Pre-COVID to Now: Sep 2019 to Sep 2024	Mid-COVID to Now: Sep 2021 to Sep 2024	Previous year to Now: Sep 2023 to Sep 2024
+23%	+26%	+15%

Analysis based on 1 sensor on the M11.

Strategic Road Network: Daily Flow by Day of the Week



On the strategic road network, all days of the week are now above 2019 levels. Sundays are furthest ahead of 2019 at +17%. Weekend flows (Sat-Sun, +16%) have grown more than weekday flows (Mon-Thurs, +9%).

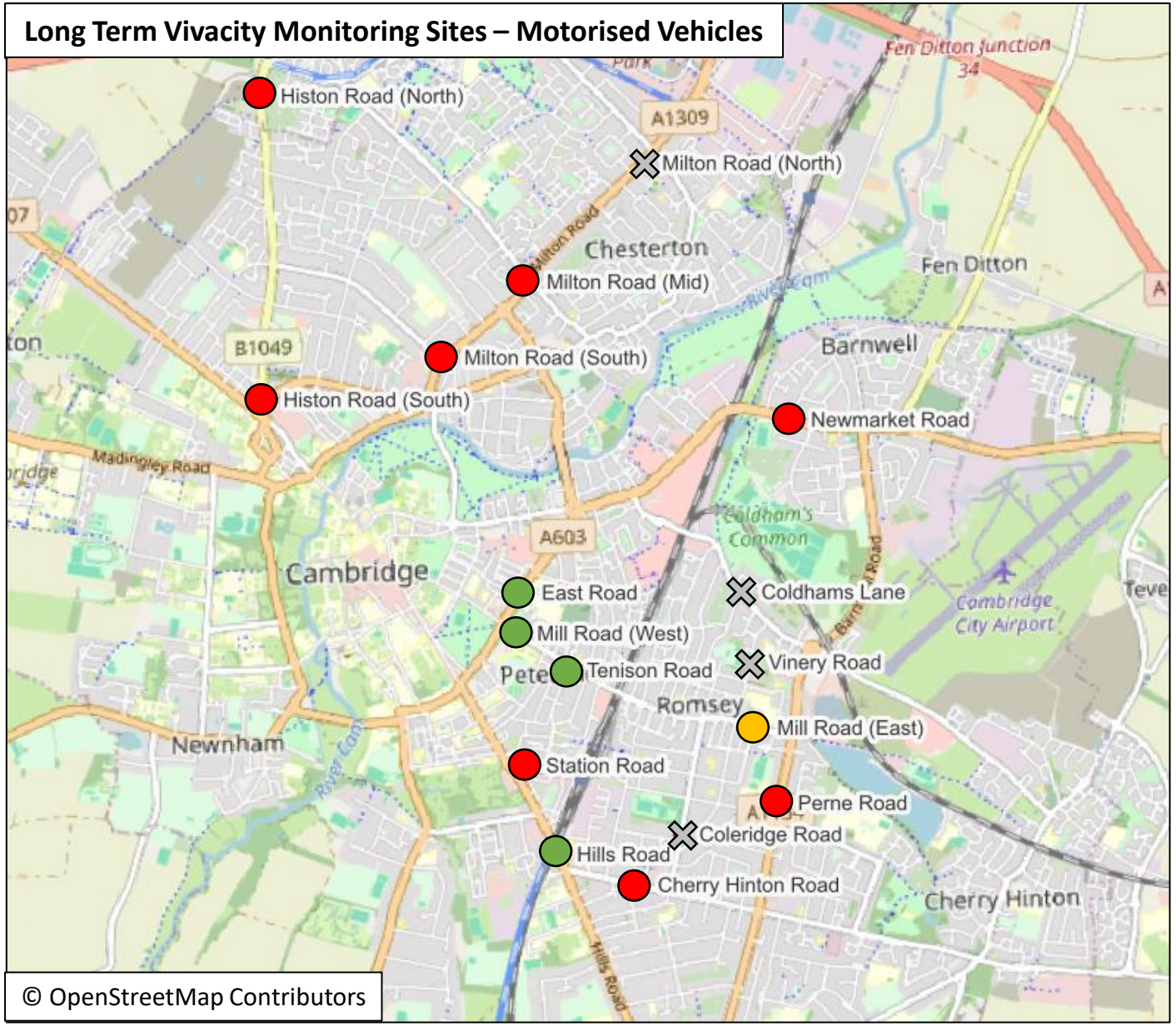


	Pre-COVID to Now: Sep 2019 to Sep 2024						
Average Daily Flow % change	First Working Day	Normal Tuesday	Normal Wednesday	Normal Thursday	Last Working Day	Normal Saturday	Normal Sunday
	+10%	+9%	+7%	+9%	+6%	+15%	+17%

Analysis based on 13 sensors across Cambridgeshire and Peterborough.

Local Road Network: Motorised Vehicles

Local Road Network Monitoring Sites: Motorised Vehicles



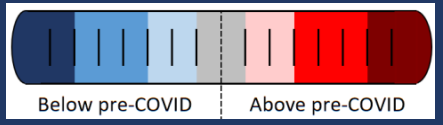
Sensor Location	Location description	Installed
Cherry Hinton Road	Near Rock Road	May 2019
Coldham's Lane	Near Coldham's Common	May 2019
Coleridge Road	Near Coleridge recreation ground	May 2019
East Road	Close to ARU site	May 2019
Hills Road Bridge	Near Cherry Hinton Road	May 2019
Histon Road (North)	Just south of A14	Sep 2019
Histon Road (South)	Near Victoria Road	Sep 2019
Mill Road (East)	Close to Brookfield's hospital	May 2019
Mill Road (West)	Close to Parker's Piece	May 2019
Milton Road (Mid)	Near Union Lane	May 2019
Milton Road (North)	Near King's Hedges Road	Sep 2019
Milton Road (South)	Near Gilbert Road	Sep 2019
Newmarket Road	Near Ditton Fields	May 2019
Perne Road	Near Birdwood Road roundabout	May 2019
Station Road	Near Kett House	May 2019
Tenison Road	Near Mill Road	May 2019
Vinery Road	Near Romsey recreation ground	May 2019

Legend

- Comparable motorised vehicle data available for most months and years.
- Comparable motorised vehicle data available for Sept 2019, Sept 2021, Sept 2023 and Sept 2024.
- Comparable motorised vehicle data available for Sept 2019 and Sept 2024.
- Comparable data not available for Sept 2019 and / or Sept 2024.

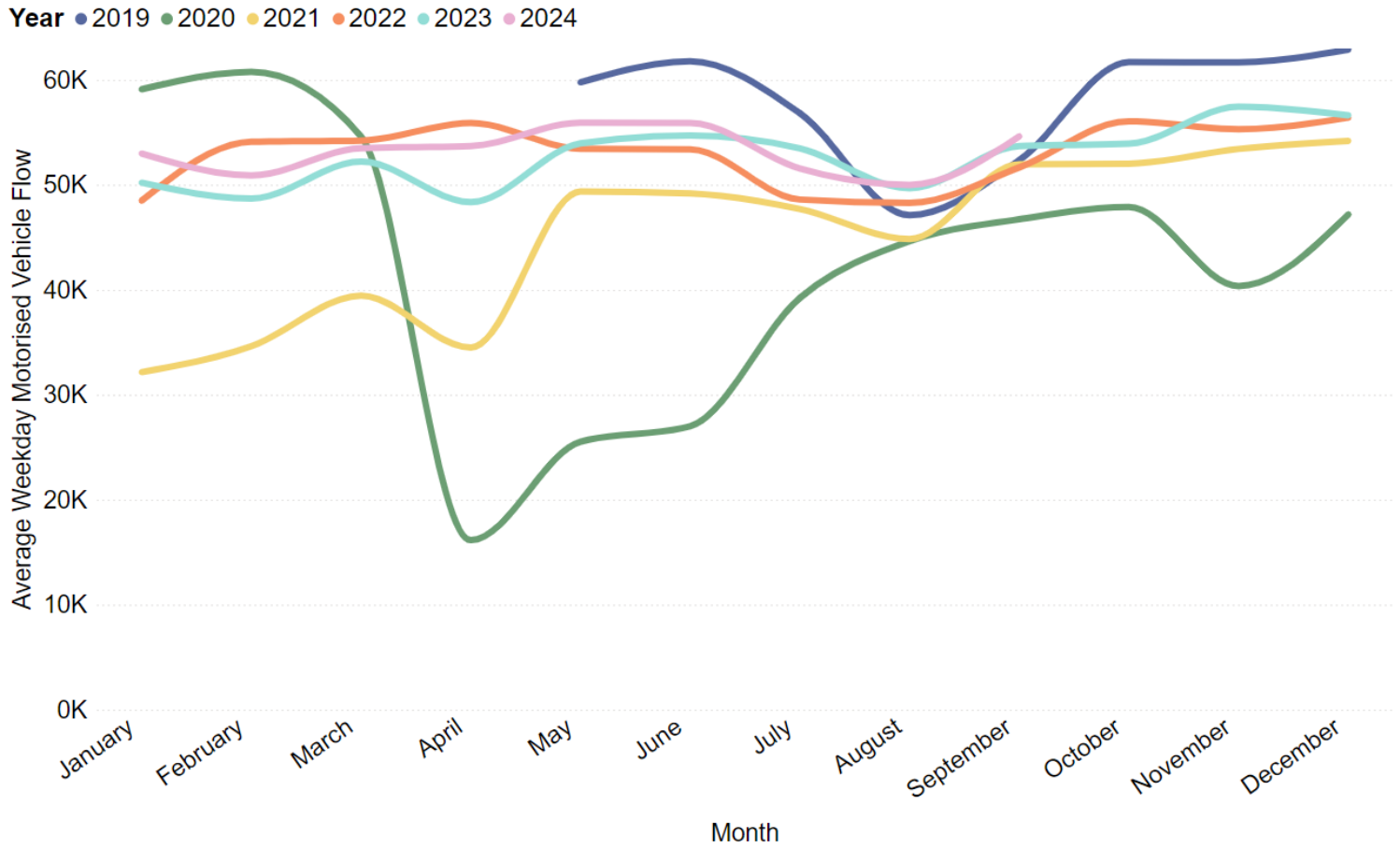
Data from all of the VivaCity sensors across Cambridgeshire can now be viewed in the Traffic Flows Dashboard.

Local Road Network: Motorised Vehicle – Trends



In September 2024, motorised traffic flows were 5% above pre-COVID (September 2019) and are 7% above this time last year (September 2023).

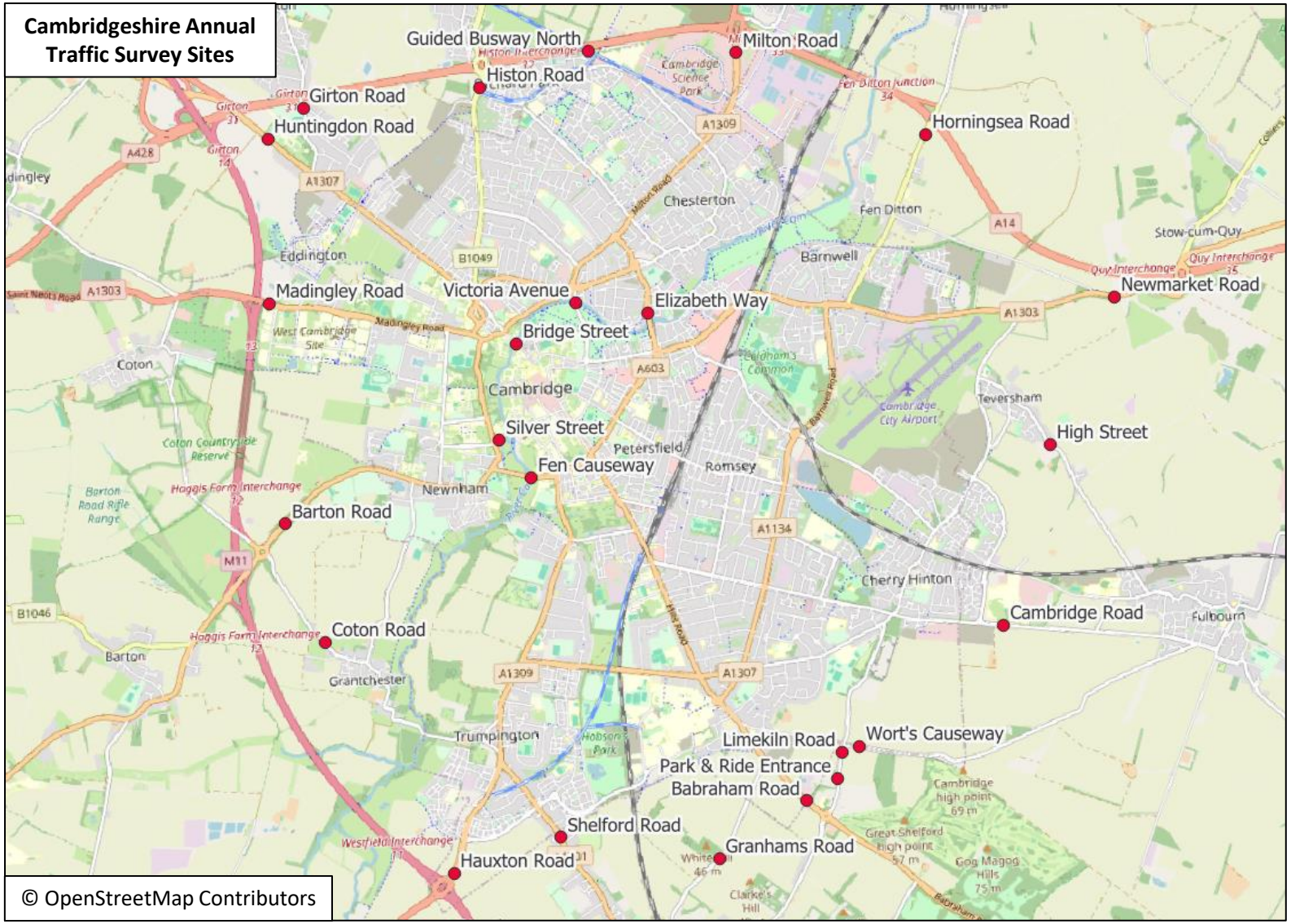
Average weekday vehicular flow by month, 2019-2024.



Pre-COVID to Now: Sept 2019 to Sept 2024			Mid-COVID to Now: Sept 2021 to Sept 2024			Previous year to Now: Sept 2023 to Sept 2024		
Mon-Sun	Weekdays (Mon-Thu)	Weekends (Sat-Sun)	Mon-Sun	Weekdays (Mon-Thu)	Weekends (Sat-Sun)	Mon-Sun	Weekdays (Mon-Thu)	Weekends (Sat-Sun)
+5%	+4%	+4%	+6%	+5%	+4%	+7%	+2%	+22%

Sensors used for the analysis on this slide: East Road, Hills Road, Mill Road (West) and Tenison Road.

Local Road Network: Motorised Vehicle - Annual Survey Sites



Annual Survey Sites
Elizabeth Way
Victoria Avenue
Bridge Street
Silver Street
Fen Causeway
Histon Road
Milton Road
Horningsea Road
Newmarket Road
High Street (Teversham)
Cambridge Road (Fulbourn)
Worts Causeway
Limekiln Road
Babraham Road
Granhams Road
Shelford Road
Hauxton Road
Coton Road
Barton Road
Madingley Road
Huntingdon Road
Girton Road
Guided Busway (North)
Babraham P&R Entrance

Cambridgeshire County Council commissions annual traffic surveys to determine traffic levels around the county on a "typical" weekday.

The sites shown on this map are those in and around Cambridge at which CCC has collected motorised traffic flows consistently over several years.

Analysis of motorised traffic counts from these sites is presented on the following slide.

Data from the Annual Traffic Survey sites across Cambridgeshire can now be viewed in the Annual Traffic Surveys Dashboard

Local Road Network: Motorised Vehicle - Peak Spreading

Daily patterns of motorised traffic are starting to resemble the profiles seen pre-COVID (2017-2019), with morning and afternoon peak periods beginning to widen again, albeit with lower overall volumes. In 2023, an evening peak above 12k vehicles per half hour was observed for the first time since 2019.

Motorised peak spreading - Cambridge Radial + Cambridge River Screenline

Half hour beginning	2011	2017	2018	2019	2020	2021	2023
07:00:00	9,174	11,376	11,446	10,986	7,609	8,994	10,303
07:30:00	13,397	13,855	13,240	13,257	9,597	11,705	12,301
08:00:00	14,356	13,574	13,390	12,896	8,986	11,648	11,949
08:30:00	13,308	13,186	13,026	12,717	8,587	11,046	11,816
09:00:00	11,185	12,217	11,563	11,856	7,289	9,314	10,926
09:30:00	9,589	10,152	9,688	10,356	6,539	8,057	9,211
10:00:00	7,999	8,853	8,373	8,948	6,153	7,353	8,115
10:30:00	8,019	8,592	8,287	8,501	6,210	7,471	7,732
11:00:00	7,861	8,465	7,944	8,407	6,208	7,443	7,789
11:30:00	7,909	8,686	8,309	8,640	6,331	7,611	7,869
12:00:00	8,734	8,764	8,715	8,935	6,885	7,850	8,406
12:30:00	7,985	8,950	8,790	9,289	6,865	8,141	8,381
13:00:00	9,370	9,164	8,928	9,003	6,718	7,718	8,471
13:30:00	8,768	9,077	8,925	8,906	6,793	7,808	8,217
14:00:00	9,010	9,123	9,164	9,300	6,770	8,091	8,511
14:30:00	9,226	9,757	9,681	9,559	7,293	8,443	9,156
15:00:00	9,516	10,104	10,155	10,387	8,249	9,069	9,734
15:30:00	10,801	11,523	11,639	11,715	8,772	10,382	10,764
16:00:00	12,111	13,088	13,010	12,881	9,763	11,575	11,872
16:30:00	12,701	13,439	13,302	13,420	9,261	11,567	11,956
17:00:00	14,001	14,204	13,968	13,763	9,297	11,749	12,417
17:30:00	13,384	14,090	13,790	13,681	8,347	11,087	12,087
18:00:00	11,477	12,842	12,810	12,380	7,207	9,817	10,944
18:30:00	8,875	10,368	10,293	10,070	5,612	7,615	8,654

Number of motor vehicles per half hour:

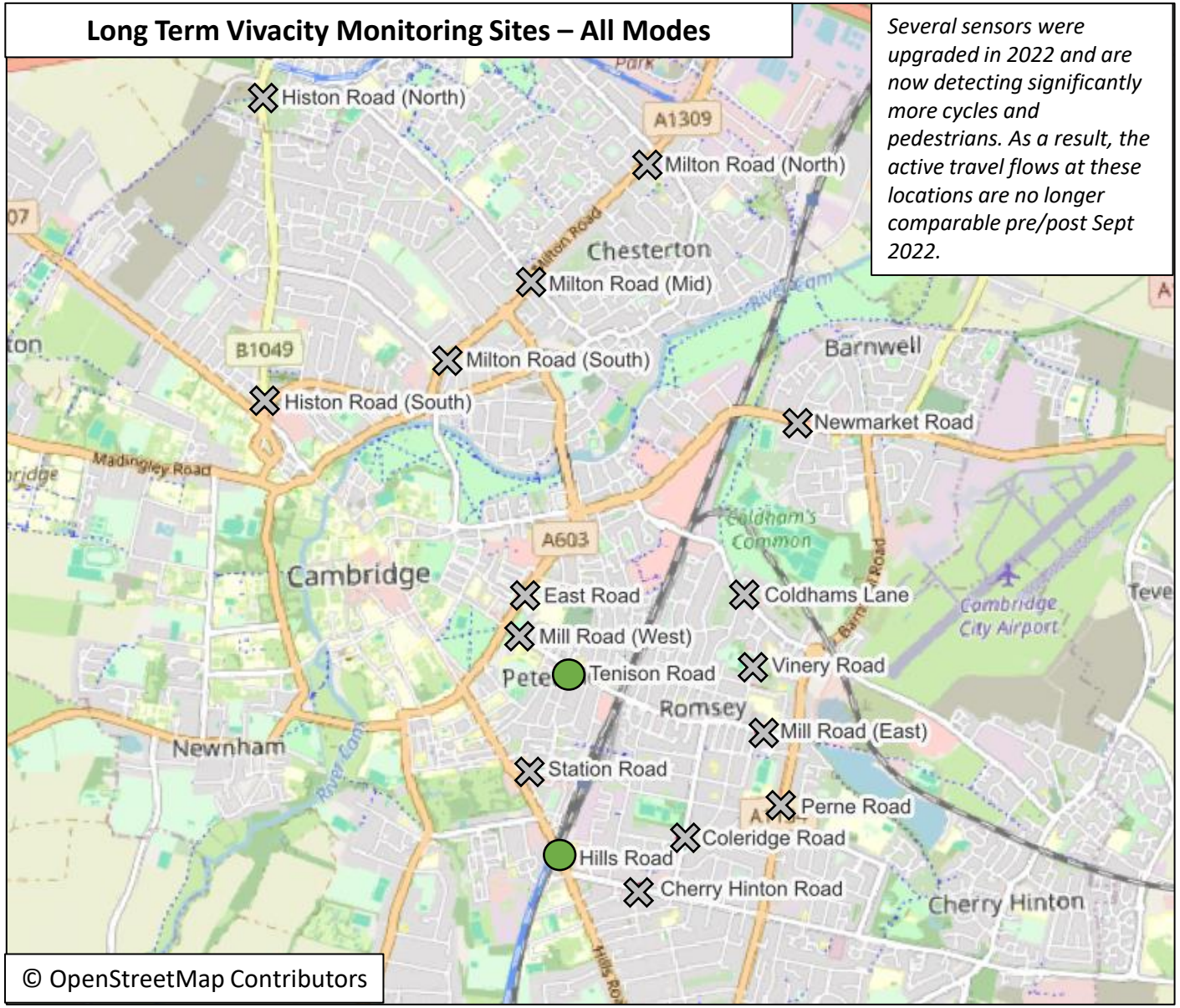
- Below 8,000
- 8,000 to 8,999
- 9,000 to 9,999
- 10,000 to 10,999
- 11,000 to 11,999
- 12,000 to 12,999
- 13,000 and above

Note: Reliable survey data for Autumn 2022 is not available and 2022 is therefore excluded from this analysis.

Local Road Network: Vehicle Split

Local Road Network Monitoring Sites: Modal Split

Long Term Vivacity Monitoring Sites – All Modes



Several sensors were upgraded in 2022 and are now detecting significantly more cycles and pedestrians. As a result, the active travel flows at these locations are no longer comparable pre/post Sept 2022.

Sensor Location	Location description	Installed
Cherry Hinton Road	Near Rock Road	May 2019
Coldham's Lane	Near Coldham's Common	May 2019
Coleridge Road	Near Coleridge recreation ground	May 2019
East Road	Close to ARU site	May 2019
Hills Road Bridge	Near Cherry Hinton Road	May 2019
Histon Road (North)	Just south of A14	Sep 2019
Histon Road (South)	Near Victoria Road	Sep 2019
Mill Road (East)	Close to Brookfield's hospital	May 2019
Mill Road (West)	Close to Parker's Piece	May 2019
Milton Road (Mid)	Near Union Lane	May 2019
Milton Road (North)	Near King's Hedges Road	Sep 2019
Milton Road (South)	Near Gilbert Road	Sep 2019
Newmarket Road	Near Ditton Fields	May 2019
Perne Road	Near Birdwood Road roundabout	May 2019
Station Road	Near Kett House	May 2019
Tenison Road	Near Mill Road	May 2019
Vinery Road	Near Romsey recreation ground	May 2019

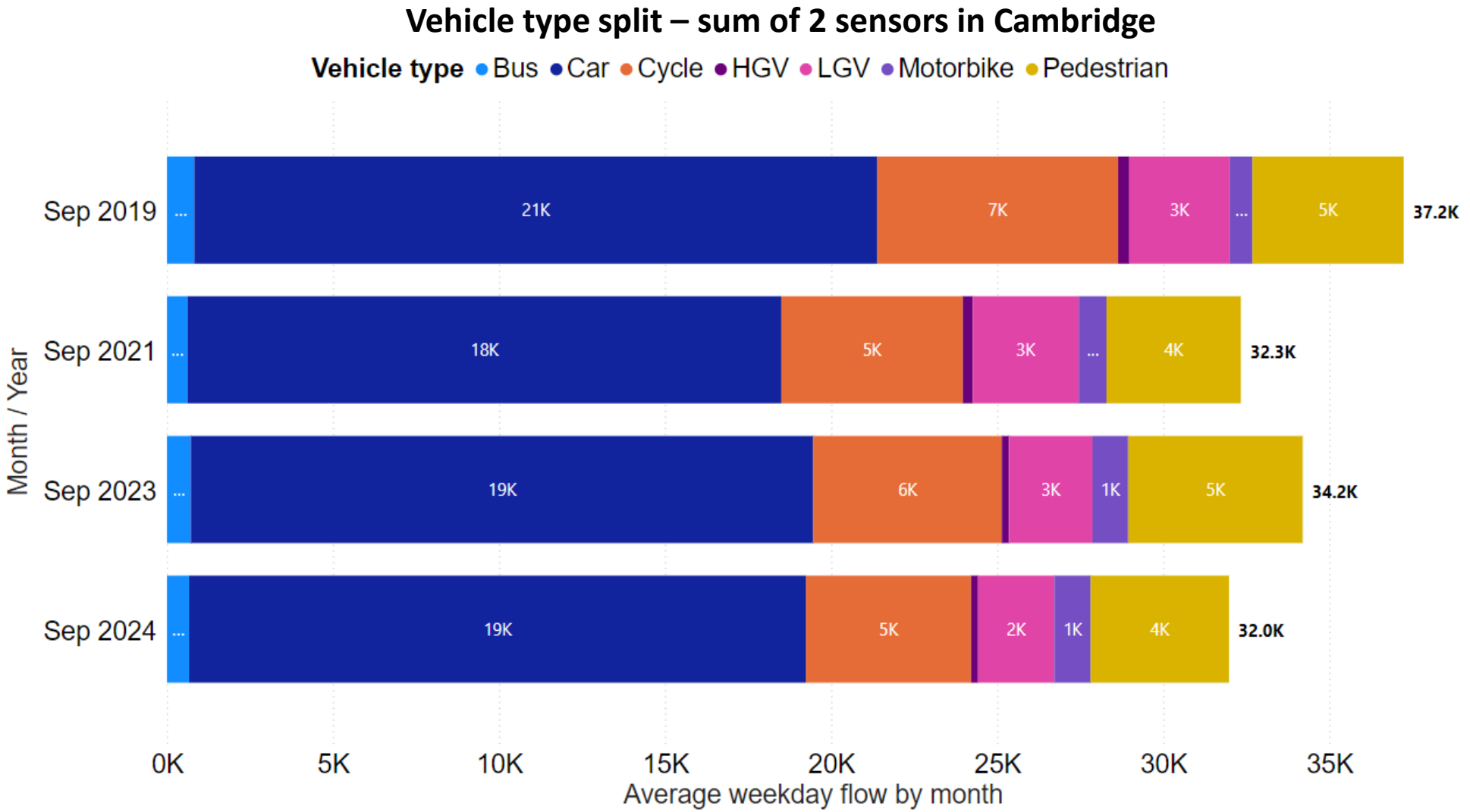
Legend

- Comparable all-mode flow data available for most months and years.
- Comparable all-mode flow data available for Sept 2019, Sept 2021, Sept 2023 and Sept 2024.
- Comparable all-mode flow data available for Sept 2019 and Sept 2024.
- Comparable all-mode flow data not available for Sept 2019 and / or 2024.

Due to a lack of comparable 2019 data, the analysis on slides 29-31 is based on data from only 2 locations in Cambridge (Hills Road and Tenison Road). To allow data from a wider variety of sites to be assessed, a new method of analysis will be used from January 2025 which will compare the latest flows to a baseline of 2023 instead of a baseline of 2019.

Local Road Vehicle Split: Overall

September 2024 typical weekday volumes are below those recorded at this point last year (September 2023) and are 14% below the typical weekday volumes recorded pre-COVID (September 2019). The vehicle mode split has not altered greatly between the four years.



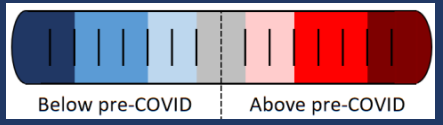
Active Travel* proportion by year	
Year	Active %
September 2019	32%
September 2021	29%
September 2023	32%
September 2024	29%

Sept 2024 Active Travel* proportion by location	
Location	**Active %**
Station Road	51%
Mill Road (West)	48%
Tenison Road	41%
Milton Road (South)	35%
Mill Road (East)	32%
East Road	27%
Hills Road	26%
Cherry Hinton Road	25%
Histon Road (South)	22%
Milton Road (Mid)	21%
Perne Road	12%
Histon Road (North)	10%
Newmarket Road	9%

Only two sensors are used to generate this analysis, please use with care. Sensors: Hills Road, and Tenison Road.

*Active Travel includes cyclists and pedestrians

Local Road Network: Recovery Map



In September 2024 in Cambridge, motorised flows were 10% below pre-COVID levels (September 2019) and active flows decreased by 23%. The level of recovery varies between the sites: Tenison Road saw volumes above pre-COVID levels; whereas Hills Road saw a decrease compared to September 2019.

Both Sites Combined

Active Travel: **-23%**

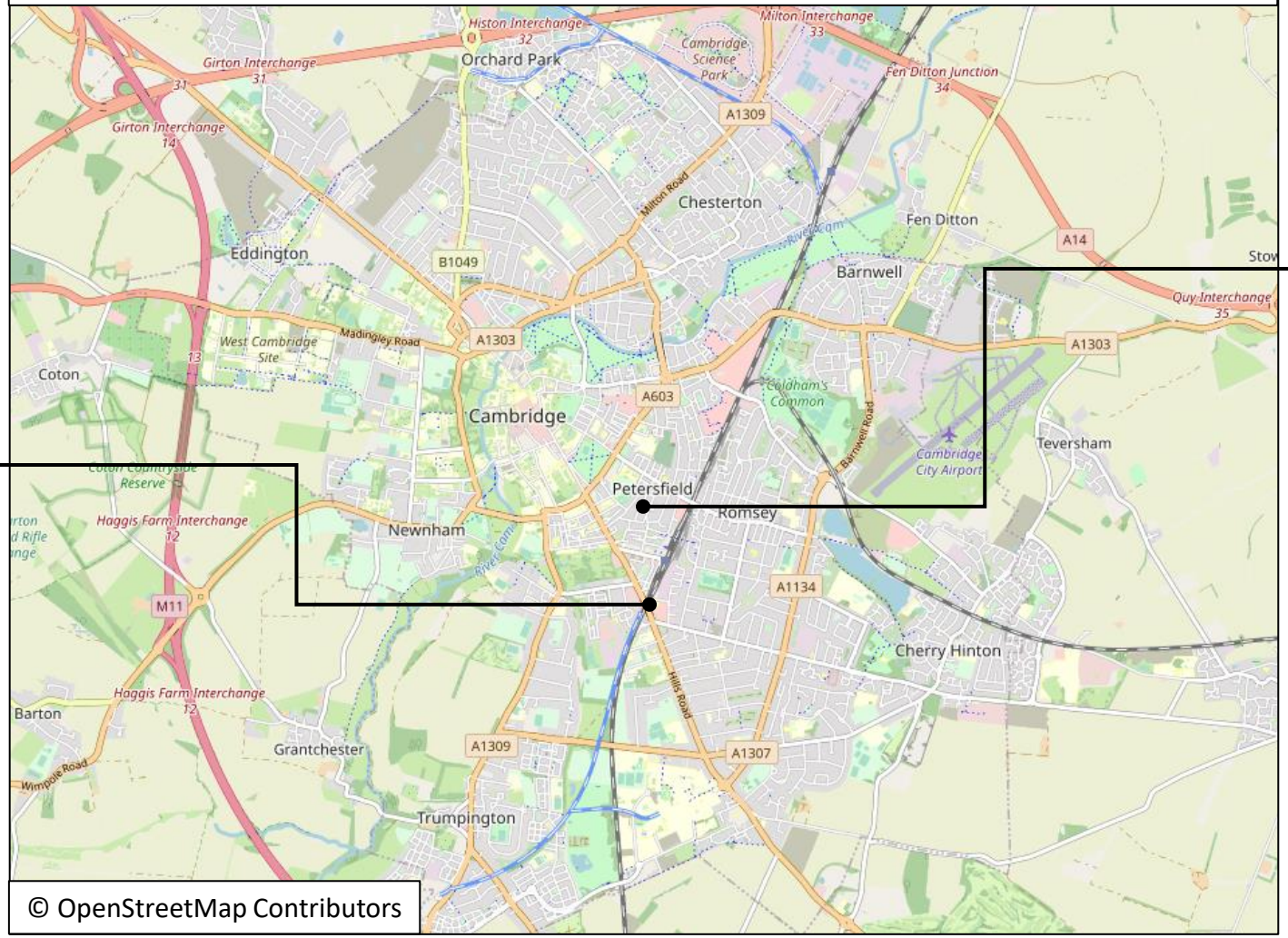
Motorised Travel: **-10%**

Hills Road Bridge

Active Travel: **-27%**

Motorised Travel: **-10%**

% change in traffic flows, Sept 2019 to Sept 2024



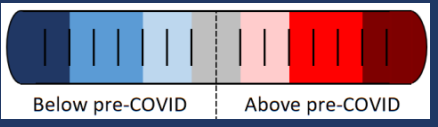
Tenison Road

Active Travel: **+9%**

Motorised Travel: **+5%**

Data from all of the VivaCity sensors across Cambridgeshire can now be viewed in the Traffic Flows Dashboard.

Local Road Network: Recovery by Location and Mode



Motorcycle volumes continue to exceed pre-COVID (September 2019). Pedal cycles, buses, LGVs and HGVs all saw decreases in volumes at both sites when compared to pre-COVID. Other modes of transport vary by site.

% change in weekday flows

Pre-COVID to Now:

Sept 2019 to Sept 2024

Site Group	Active	Bus	Car	Cycle	HGV	LGV	Motorbike	Motorised	Pedestrian	Total Flow
Hills Road Bridge	-27%	-17%	-9%	-31%	-37%	-22%	59%	-10%	-16%	-15%
Tenison Road	9%	-48%	7%	-20%	-54%	-20%	108%	5%	24%	7%
Total	**-23%**	**-19%**	**-10%**	**-31%**	**-39%**	**-24%**	**60%**	**-10%**	**-9%**	**-14%**

Data shown only for the sensors with comparable data for September 2019 and September 2024.

Local Road Vehicle Split: By Location

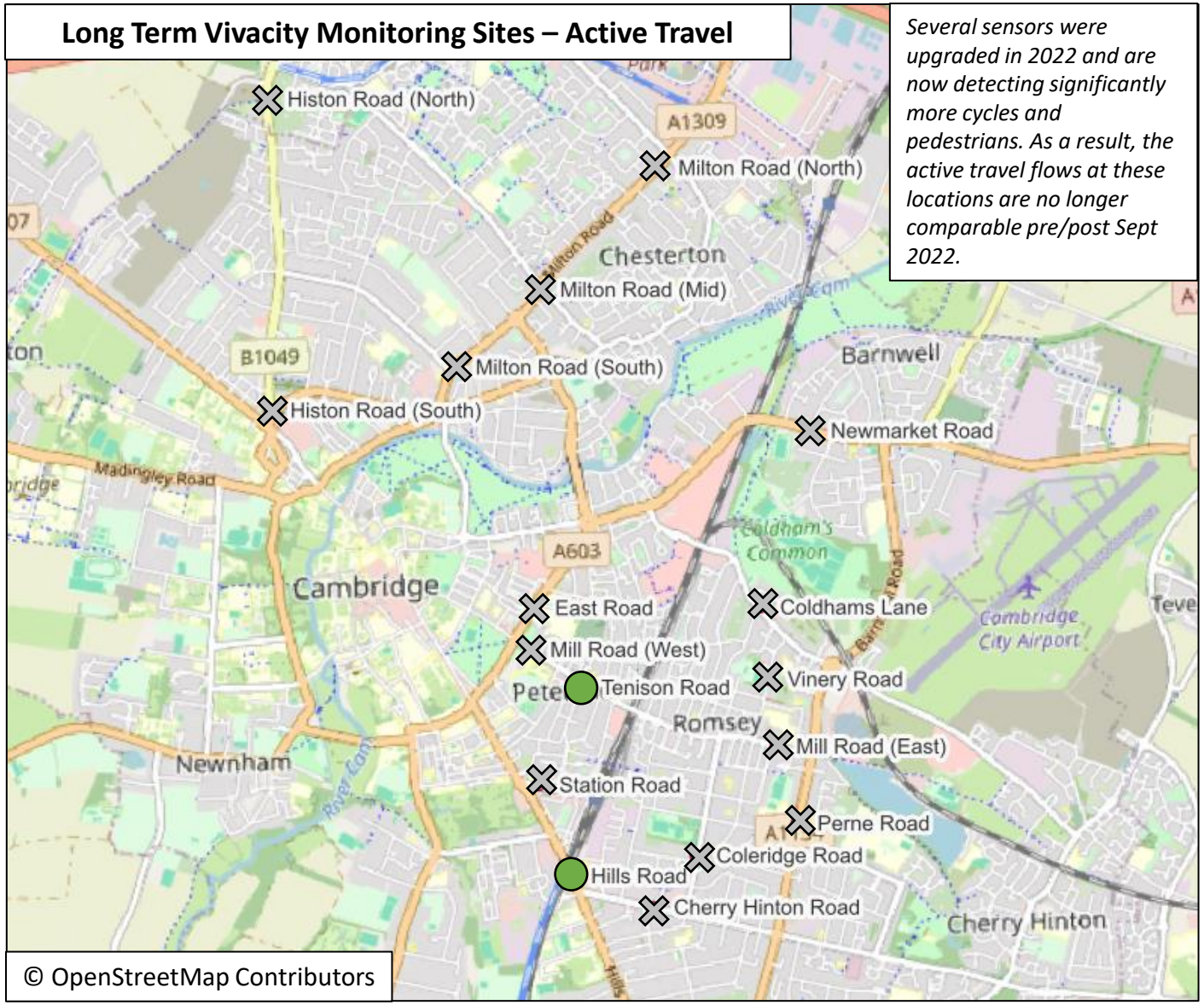
Average weekday flow by mode

Data from all of the VivaCity sensors across Cambridgeshire can now be viewed in the [Traffic Flows Dashboard](#).

Local Road Network: Active Travel

Local Road Network Monitoring Sites: Active Travel

Long Term Vivacity Monitoring Sites – Active Travel



Several sensors were upgraded in 2022 and are now detecting significantly more cycles and pedestrians. As a result, the active travel flows at these locations are no longer comparable pre/post Sept 2022.

Sensor Location	Location description	Installed
Cherry Hinton Road	Near Rock Road	May 2019
Coldham's Lane	Near Coldham's Common	May 2019
Coleridge Road	Near Coleridge recreation ground	May 2019
East Road	Close to ARU site	May 2019
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Histon Road (North)	Just south of A14	Sept 2019
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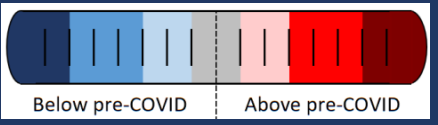
Milton Road (Mid)	Near Union Lane	May 2019
Milton Road (North)	Near King's Hedges Road	Sept 2019
Milton Road (South)	Near Gilbert Road	Sept 2019
Newmarket Road	Near Ditton Fields	May 2019
Perne Road	Near Birdwood Road roundabout	May 2019
Station Road	Near Kett House	May 2019
Tenison Road	Near Mill Road	May 2019
Vinery Road	Near Romsey recreation ground	May 2019

Legend

- Comparable active modes data available for most months and years.
- Comparable active modes data available for Sept 2019, Sept 2021, Sept 2023 and Sept 2024.
- Comparable active modes data available for Sept 2019 and Sept 2024.
- Comparable data not available for Sept 2019 and / or Sept 2024.

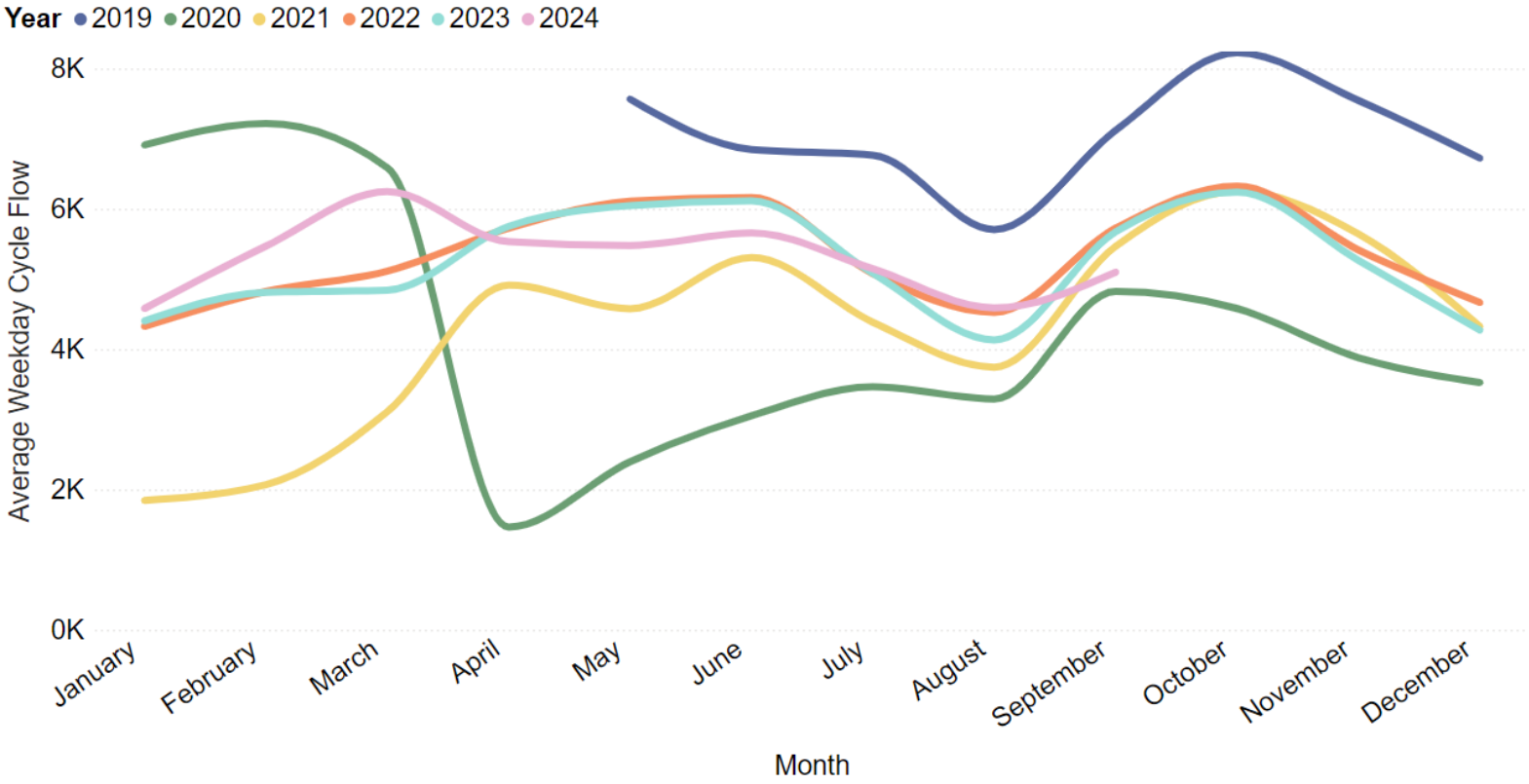
Due to a lack of comparable 2019 data, the analysis on slides 35-36 is based on data from only 2 locations in Cambridge (Hills Road and Tenison Road). To allow data from a wider variety of sites to be assessed, a new method of analysis will be used from January 2025 which will compare the latest flows to a baseline of 2023 instead of a baseline of 2019.

Local Road Network: Cyclists



September 2024 cycling volumes were 29% below pre-COVID (September 2019), and 13% below last year (September 2023). The level of change observed on weekdays is similar to weekends.

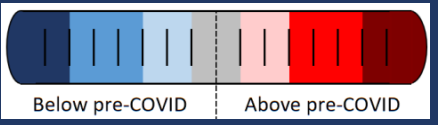
Average weekday cycle flow



Pre-COVID to Now: Sept 2019 to Sept 2024			Mid-COVID to Now: Sept 2021 to Sept 2024			Previous year to Now: Sept 2023 to Sept 2024		
Mon-Sun	Weekdays (Mon-Thu)	Weekends (Sat-Sun)	Mon-Sun	Weekdays (Mon-Thu)	Weekends (Sat-Sun)	Mon-Sun	Weekdays (Mon-Thu)	Weekends (Sat-Sun)
-29%	-28%	-25%	-11%	-7%	-17%	-13%	-10%	-10%

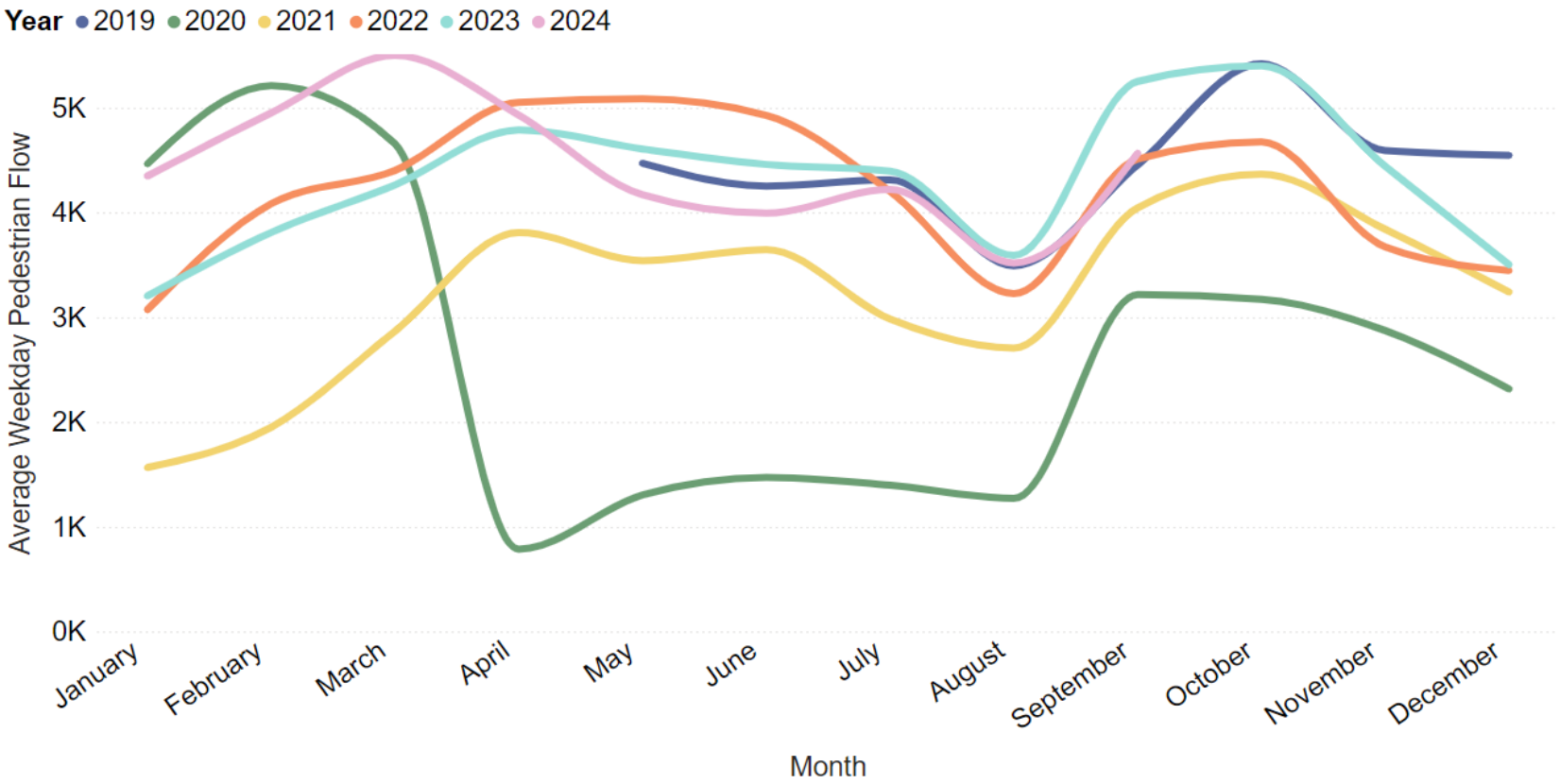
Only two sensors are used to generate this analysis, please use with care. Sensors: Hills Road, and Tenison Road. **Data from all of the VivaCity sensors across Cambridgeshire can now be viewed in the Traffic Flows Dashboard.**

Local Road Network: Pedestrians



Pedestrian volumes in September 2024 were 3% above pre-Covid (September 2019); but 12% below this time last year (September 2023). Weekends present a stronger uptick in pedestrian volumes during September 2024 than weekdays.

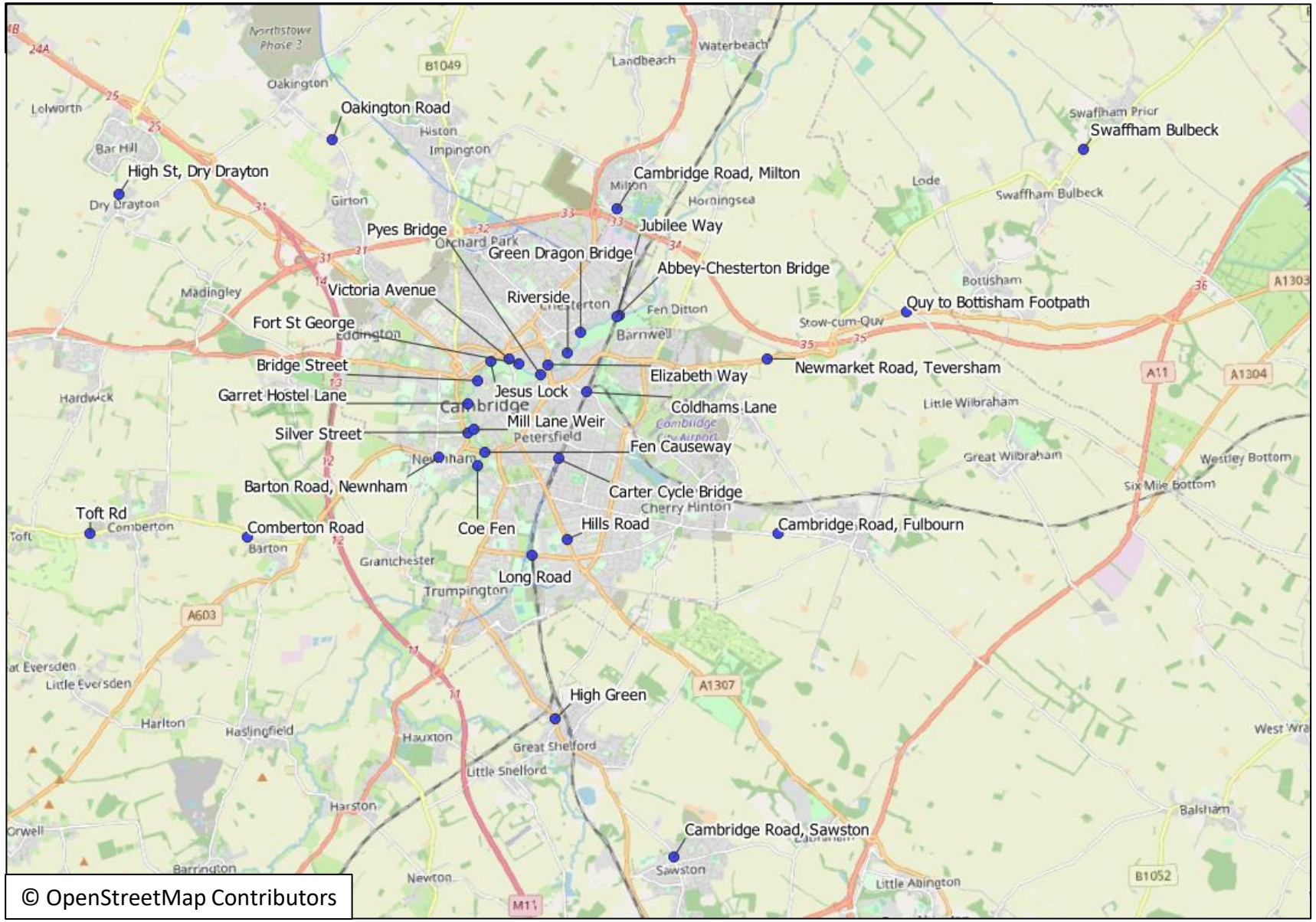
Average weekday pedestrian flow



Pre-COVID to Now: Sept 2019 to Sept 2024			Mid-COVID to Now: Sept 2021 to Sept 2024			Previous year to Now: Sept 2023 to Sept 2024		
Mon-Sun	Weekdays (Mon-Thu)	Weekends (Sat-Sun)	Mon-Sun	Weekdays (Mon-Thu)	Weekends (Sat-Sun)	Mon-Sun	Weekdays (Mon-Thu)	Weekends (Sat-Sun)
+3%	+2%	+6%	+8%	+13%	-1%	-12%	-13%	+4%

Only two sensors are used to generate this analysis, please use with care. Sensors: Hills Road, and Tenison Road. **Data from all of the VivaCity sensors across Cambridgeshire can now be viewed in the Traffic Flows Dashboard.**

Local Road Network: Active Travel Annual Survey Sites



Sensor Location	Survey
Elizabeth Way	Screenline
Victoria Avenue	Screenline
Bridge Street	Screenline
Silver Street	Screenline
Fen Causeway	Screenline
Green Dragon Bridge	Screenline
Pye's Bridge	Screenline
Fort St George	Screenline
Jesus Lock	Screenline
Garrett Hostel Lane	Screenline
Mill Lane Weir	Screenline
Coe Fen	Screenline
Riverside	Screenline
Abbey-Chesterton Bridge	Screenline
Barton Road, Newnham	Cycle Route
Cambridge Road, Fulbourn	Cycle Route
Cambridge Road, Milton	Cycle Route
Cambridge Road, Sawston	Cycle Route
Carter Cycle Bridge	Cycle Route
Coldhams Lane	Cycle Route
Comberton Road	Cycle Route
High Green, Great Shelford	Cycle Route
High Street, Dry Drayton	Cycle Route
Hills Road	Cycle Route
Jubilee Way	Cycle Route
Long Road	Cycle Route
Newmarket Road, Teversham	Cycle Route
Oakington Road	Cycle Route
Swaffham Bulbeck footpath	Cycle Route
Toft Road, Comberton	Cycle Route
Quy to Bottisham Footpath	Cycle Route

Data from the Annual Traffic Survey sites across Cambridgeshire can now be viewed in the [Annual Traffic Surveys Dashboard]

Local Road Network: Active Travel Peak Spreading

The daily pattern of pedestrian and pedal cycle flows in 2024 now resembles the pattern observed pre-COVID (2017-2019), albeit at slightly lower volumes. More pronounced morning and evening peaks have re-emerged, spanning 1 hour in the morning and almost 2 hours in the evening.

Active Travel Peak Spreading - Cycle Route Monitoring and Cambridge Screenline

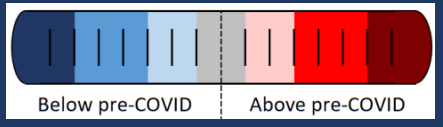
	2011	2017	2018	2019	2020	2021	2022	2023	2024
07:00:00	1,386	1,894	1,893	1,772	734	1,346	1,422	1,626	1,646
07:30:00	2,460	3,199	3,240	3,139	1,073	2,284	2,434	2,689	2,939
08:00:00	3,943	4,950	5,199	5,119	1,067	3,740	4,045	4,535	4,578
08:30:00	4,841	5,917	6,451	6,582	1,120	4,065	4,826	5,472	5,718
09:00:00	3,448	3,974	4,049	4,319	922	2,452	3,182	3,641	3,627
09:30:00	2,840	3,069	3,263	3,347	1,054	2,127	2,440	3,001	3,089
10:00:00	2,250	2,409	2,406	2,503	989	1,998	2,232	2,469	2,416
10:30:00	2,106	2,357	2,426	2,653	1,139	2,050	2,211	2,733	2,438
11:00:00	2,088	2,393	2,377	2,697	1,239	2,202	2,172	2,429	2,437
11:30:00	2,155	2,662	2,453	2,648	1,382	2,402	2,430	2,487	2,694
12:00:00	2,552	2,603	2,651	2,960	1,476	2,626	2,605	3,134	2,973
12:30:00	2,699	3,159	3,097	3,385	1,532	2,826	3,011	3,389	3,301
13:00:00	3,149	2,894	3,265	3,762	1,535	2,812	3,079	3,387	3,439
13:30:00	3,127	2,857	3,204	3,343	1,405	2,784	2,854	3,477	3,094
14:00:00	2,871	2,660	2,806	2,939	1,436	2,441	2,719	3,032	2,784
14:30:00	2,636	2,812	2,504	3,096	1,442	2,675	2,899	3,051	2,852
15:00:00	2,920	3,354	3,334	3,446	1,562	2,962	3,122	3,259	3,268
15:30:00	3,155	3,538	3,493	3,771	1,732	3,188	3,399	3,563	3,643
16:00:00	3,453	4,186	4,026	4,388	1,805	3,799	3,930	4,246	4,255
16:30:00	3,280	4,470	4,161	4,592	1,957	3,586	3,757	4,267	4,425
17:00:00	4,222	5,238	5,254	5,432	2,120	3,807	4,203	4,888	5,324
17:30:00	4,382	5,138	5,345	5,579	2,397	3,826	4,522	5,133	5,358
18:00:00	3,829	4,856	5,074	5,184	2,426	3,594	4,080	4,318	5,119
18:30:00	2,889	4,109	4,341	4,348	2,156	3,188	3,547	3,704	4,339

Number of active trips per half hour:

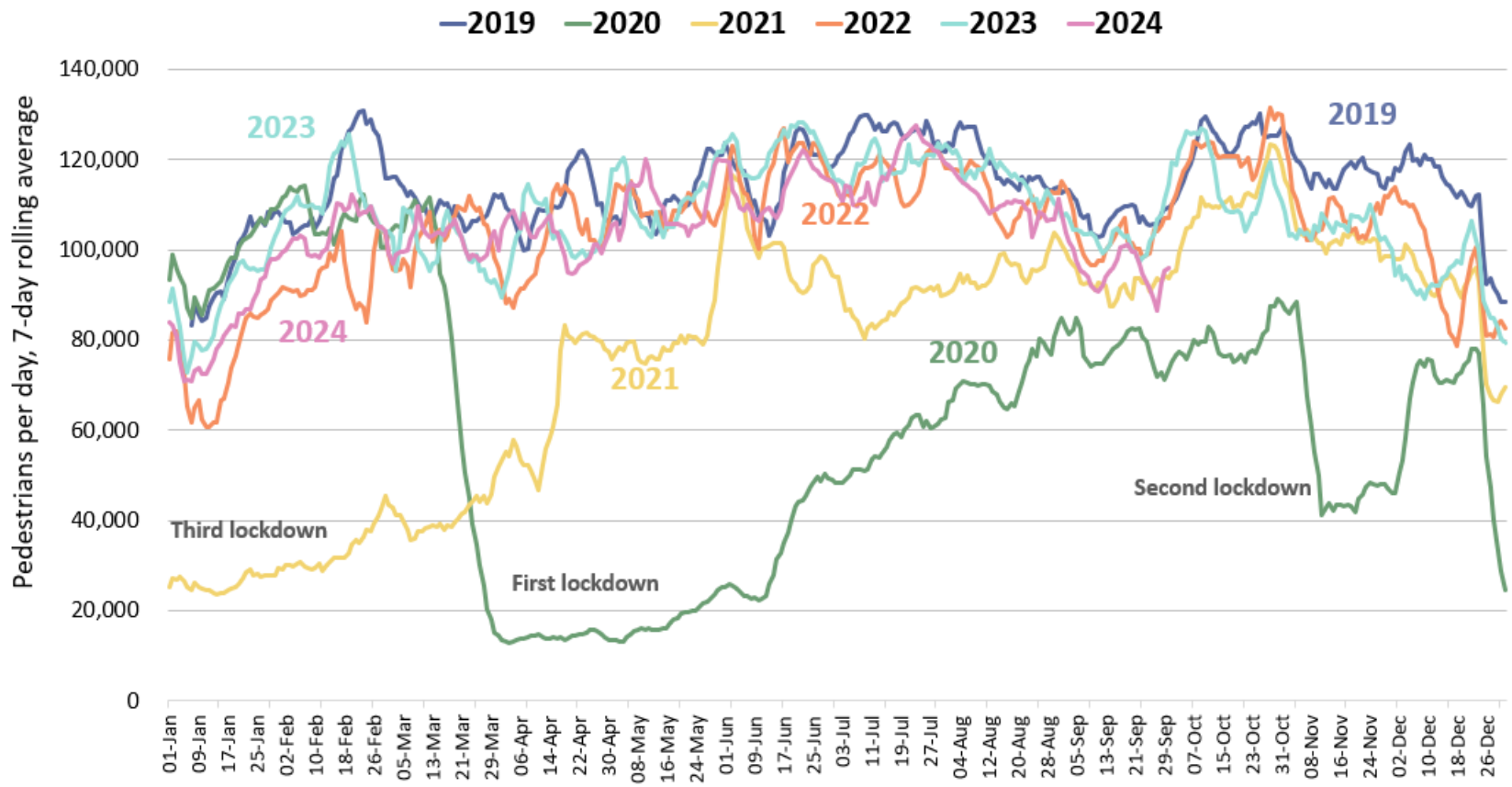
- Below 2,500
- 2,500 to 3,499
- 3,500 to 3,999
- 4,000 to 4,499
- 4,500 to 4,999
- 5,000 to 5,499
- 5,500 and above

Retail Footfall

Retail Footfall: Central Cambridge



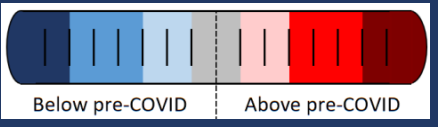
In September 2024, retail footfall in Cambridge was 11% below pre-COVID (September 2019) levels and 7% below last year (September 2023).



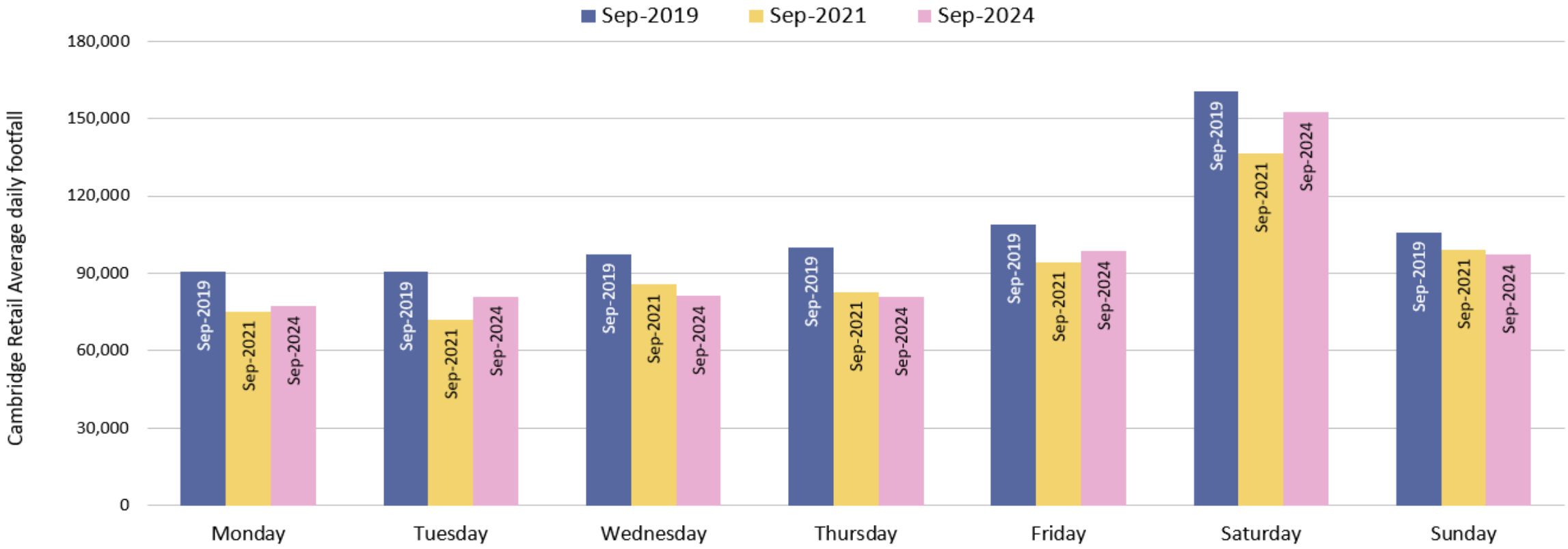
Pre-COVID to Now: Sep 2019 to Sep 2024			Mid-COVID to Now: Sep 2021 to Sep 2024			Previous year to Now: Sep 2023 to Sep 2024		
Mon-Sun	Weekdays (Mon-Thu)	Weekends (Sat-Sun)	Mon-Sun	Weekdays (Mon-Thu)	Weekends (Sat-Sun)	Mon-Sun	Weekdays (Mon-Thu)	Weekends (Sat-Sun)
-11%	-15%	-6%	+5%	+1%	+6%	-7%	-10%	-2%

This analysis is based on data from 6 locations: Bridge Street, Fitzroy Street, Market Hill, Rose Crescent, Regent Street and Sidney Street.

Retail Footfall: Central Cambridge by Day of the Week



In September 2024, retail footfall was below pre-COVID levels (September 2019) on all days of the week.
Wednesday (-17%) and Thursday (-19%) are the least recovered individual days, whilst Saturdays are closest to pre-COVID levels at -5%.



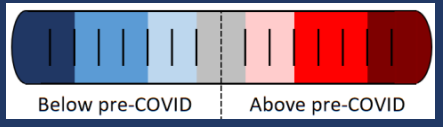
Pre-COVID to Now:
Sep 2019 to Sep 2024

Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
-15%	-11%	-17%	-19%	-10%	-5%	-8%

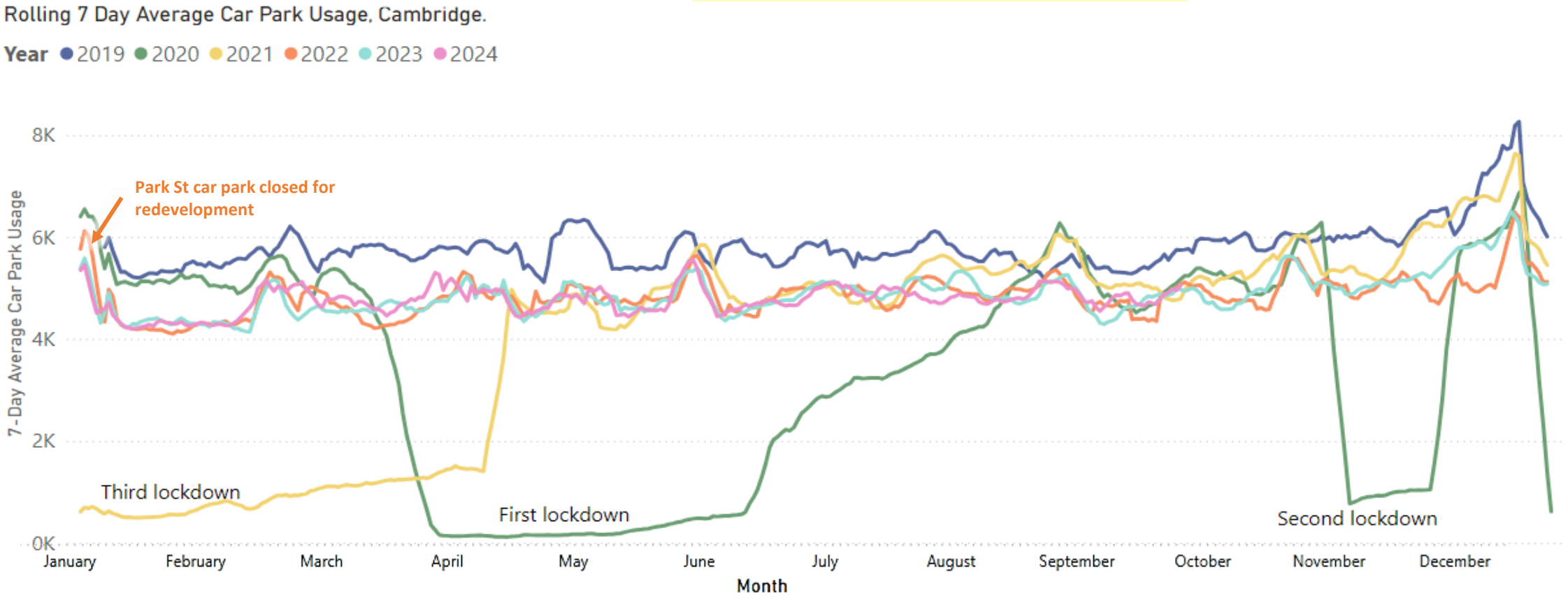
This analysis is based on data from 6 locations: Bridge Street, Fitzroy Street, Market Hill, Rose Crescent, Regent Street and Sidney Street.

Car Parking

Car Parking: Daily Use



Multi-storey car park use in September 2024 was 12% below pre-COVID (September 2019) levels; but ahead of last year (+5% vs September 2023). Grafton East usage is furthest below pre-COVID (-30%), whilst Grand Arcade is the furthest ahead of pre-COVID (+14%).

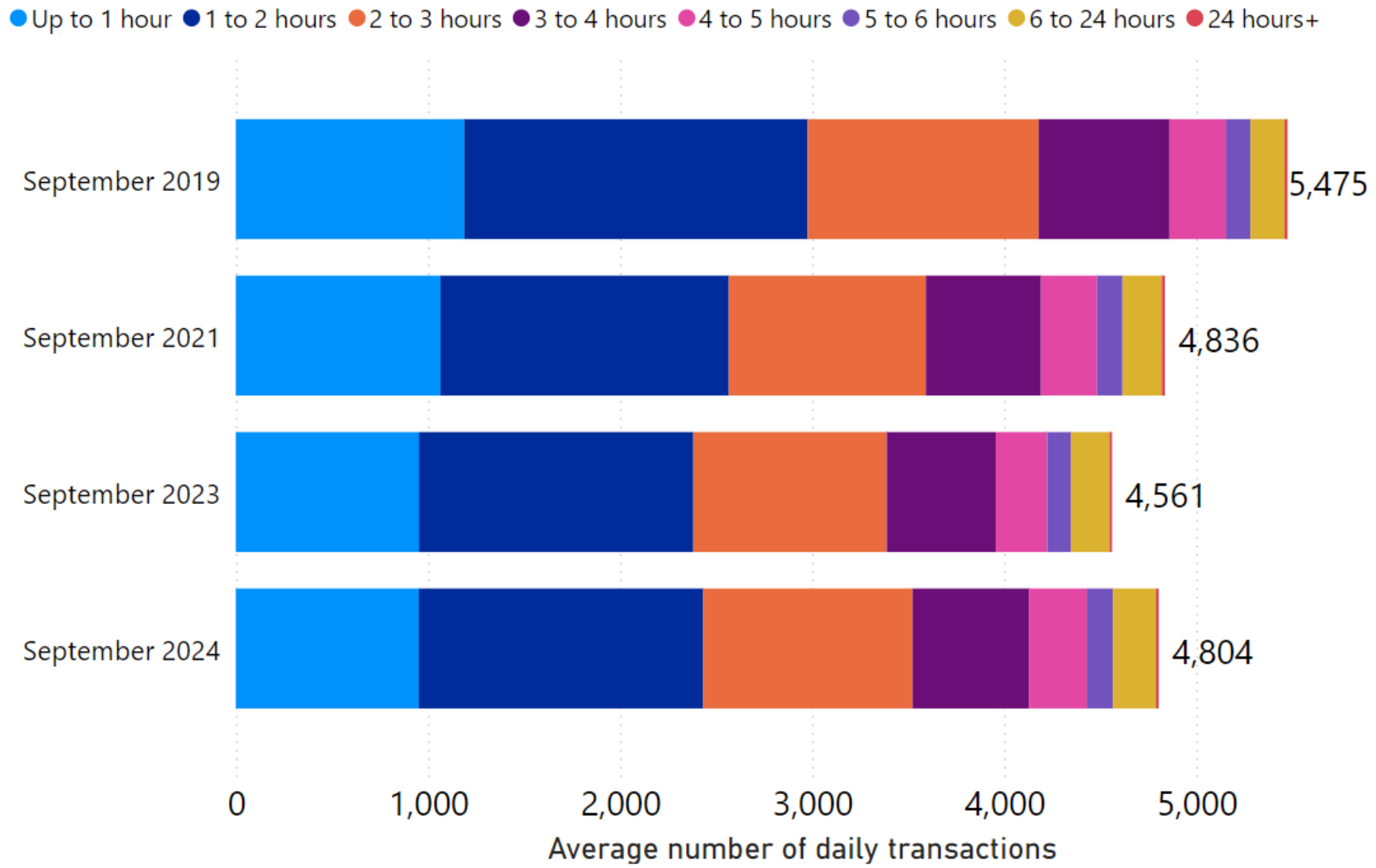


Pre-COVID to Now: Sep 2019 to Sep 2024			Mid Covid to Now: Sep 2021 to Sep 2024			Previous year to Now: Sep 2023 to Sep 2024		
Mon-Sun	Weekdays (Mon-Thu)	Weekends (Sat-Sun)	Mon-Sun	Weekdays (Mon-Thu)	Weekends (Sat-Sun)	Mon-Sun	Weekdays (Mon-Thu)	Weekends (Sat-Sun)
-12%	-12%	-12%	-1%	0%	-5%	+5%	+6%	+1%

This analysis is based on data from 5 car parks in Cambridge: Grafton East, Grafton West, Grand Arcade, Park Street and Queen Anne Terrace. Park Street car park has been closed since Jan 2022 and is expected to re-open in Nov 2024 - usage figures for Park Street are included on this chart so that the impact of its closure, and eventually its re-opening, can be seen.

Car Parking: Length of Stay by Month

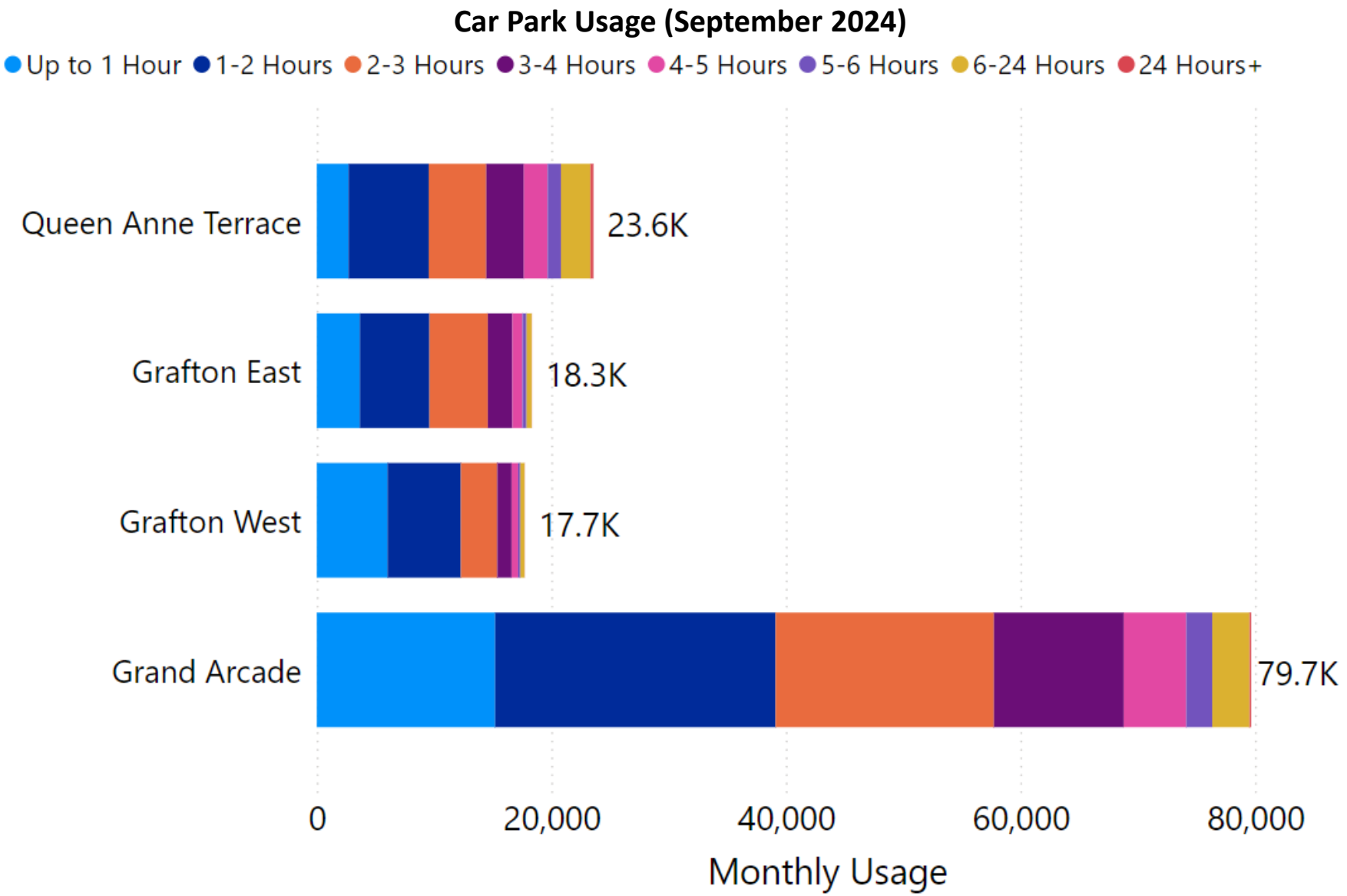
Typical daily multi-storey car park usage has slightly increased in September 2024 in comparison to last year (5% higher than September 2023) but is 12% lower than pre-COVID (September 2019). The proportionate split in length-of-stay within multi-storey car parks has stayed fairly consistent over time.



This analysis is based on data from 5 car parks in Cambridge: Grafton East, Grafton West, Grand Arcade, Park Street and Queen Anne Terrace. Park Street car park has been closed since Jan 2022 and is expected to re-open in Nov 2024 - usage figures for Park Street are included on this chart so that the impact of its closure, and eventually its re-opening, can be seen.

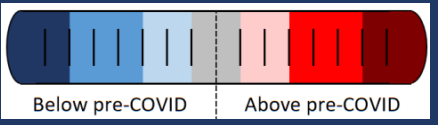
Car Parking: Length of Stay by Car Park

In September 2024, Grafton West had the highest proportion of stays under 3 hours (87%) whilst Queen Anne Terrace had the lowest proportion (61%). Grand Arcade remains comfortably the most popular car park – with over 79,000 transactions recorded in September 2024.

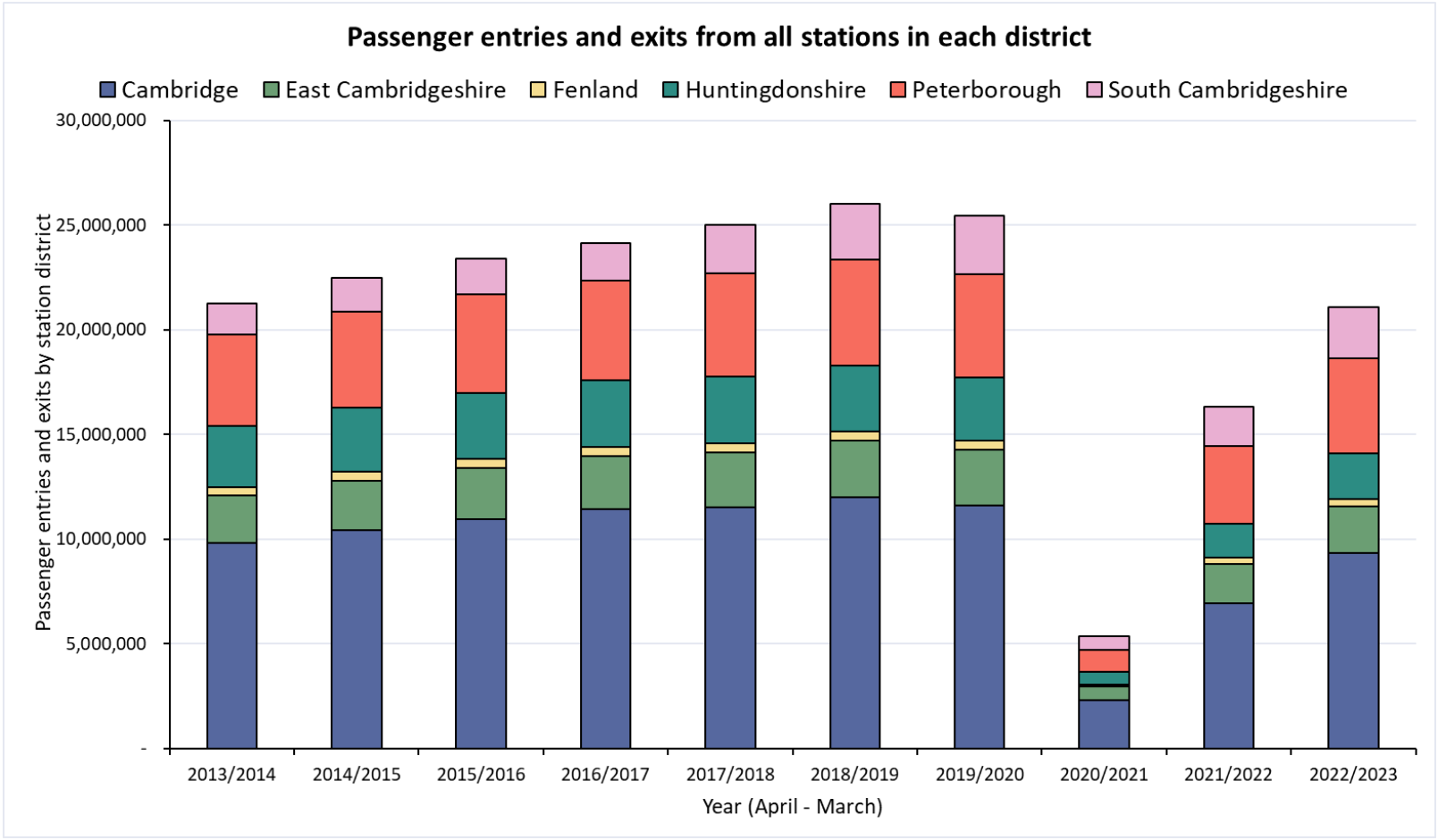


Rail Passengers

Rail Passengers: Usage



Railway station entries and exits across Cambridgeshire are still below pre-COVID (2018/19) volumes. Huntingdonshire (-30%) is most notably below pre-COVID levels, whilst South Cambridgeshire (-7%) is closest to pre-COVID.



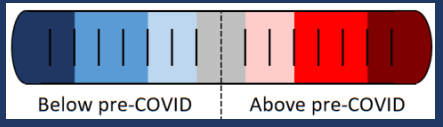
Cambridgeshire (incl Pboro)
Pre-COVID to Now:
2018/19* to 2022/23
-19%

Cambridgeshire (excl Pboro)
Pre-COVID to Now:
2018/19* to 2022/23
-21%

District	Cambridge	East Cambridgeshire	Fenland	Huntingdonshire	Peterborough	South Cambridgeshire
Pre-COVID to Now: 2018/19* to 2022/23	**-22%**	**-19%**	**-22%**	**-30%**	**-11%**	**-7%**

*2018/19 used as the pre-COVID baseline as 2019/20 entries and exit data is affected in March 2020 by the first COVID-19 lockdown.

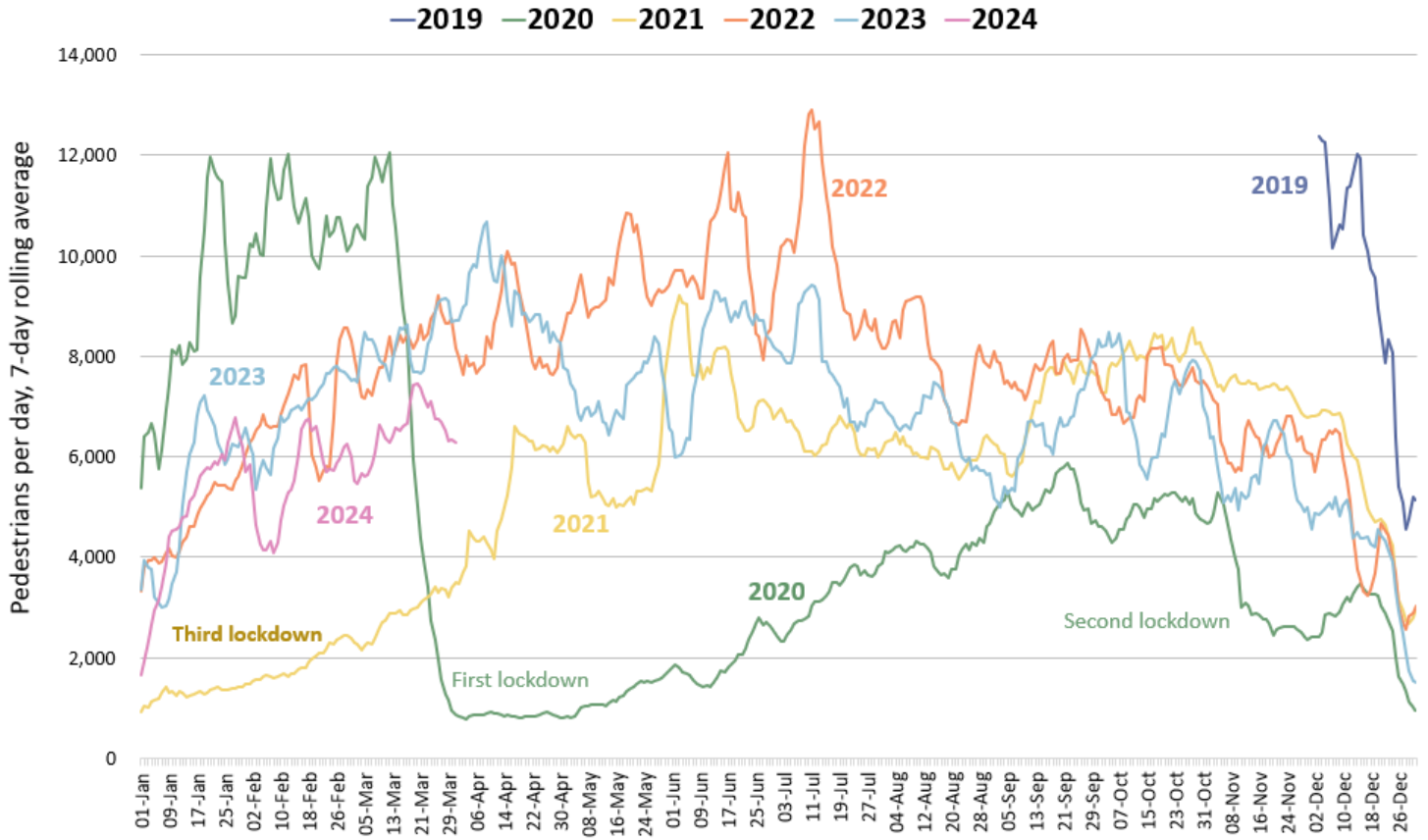
One Station Square Footfall (to March 2024)



In March 2024, One Station Square footfall was 40% below pre-COVID* levels and 21% below last year.

Please note:
This analysis has not been updated since March 2024 due to suspected problems with footfall data collection at One Station Square. Cambridge BID continue to investigate.

Footfall at One Station Square (outside Cambridge train station)

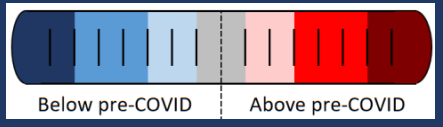


Pre-COVID to Now: Mar 2020* to Mar 2024			Mid-COVID to Now: Mar 2021 to Mar 2024			Previous year to Now: Mar 2023 to Mar 2024		
Mon-Sun	Weekdays (Mon-Thu)	Weekends (Sat-Sun)	Mon-Sun	Weekdays (Mon-Thu)	Weekends (Sat-Sun)	Mon-Sun	Weekdays (Mon-Thu)	Weekends (Sat-Sun)
-40%	-36%	-35%	+129%	-131%	+159%	-21%	-17%	-27%

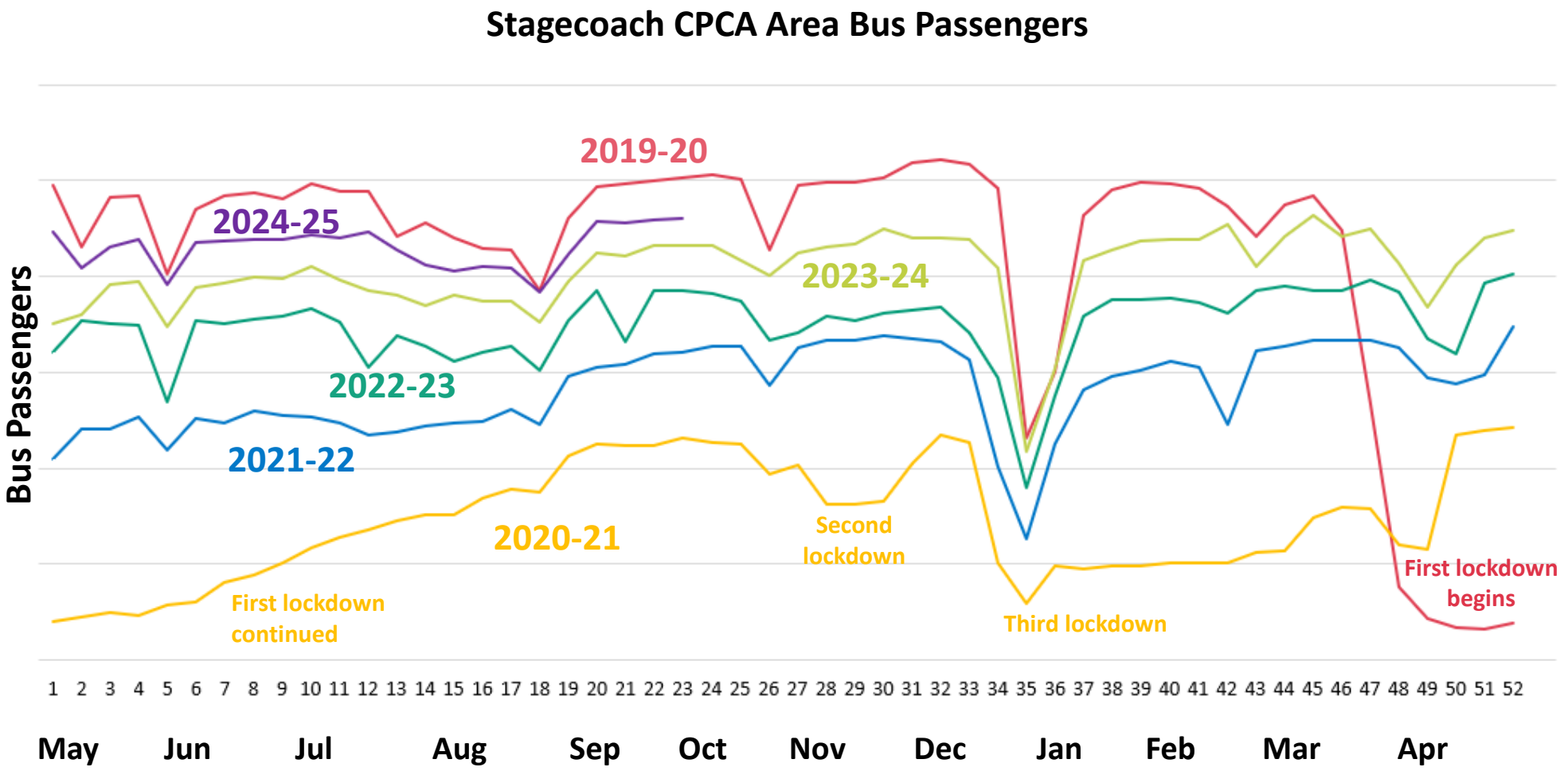
*This sensor was installed in December 2019 so pre-COVID data is not available for all months. March 1st-14th 2020 has been used as a baseline for this calculation (pre-lockdown).

Bus Passengers

Bus Passengers: including Park and Ride



Bus passenger volumes on services based at Stagecoach's Cambridgeshire depots (Cambridge and Fenstanton) are similar to pre-COVID (0% change). Bus passenger numbers in Peterborough remain below pre-COVID levels though, at -21%.

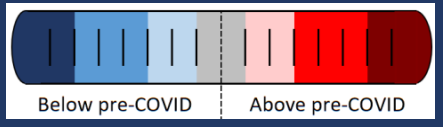


Cambridgeshire (Cambridge and Fenstanton depots)
Pre-COVID to Now:
Sep 2019 to Sep 2024
0%

Peterborough (Peterborough depot)
Pre-COVID to Now:
Sep 2019 to Sep 2024
-21%

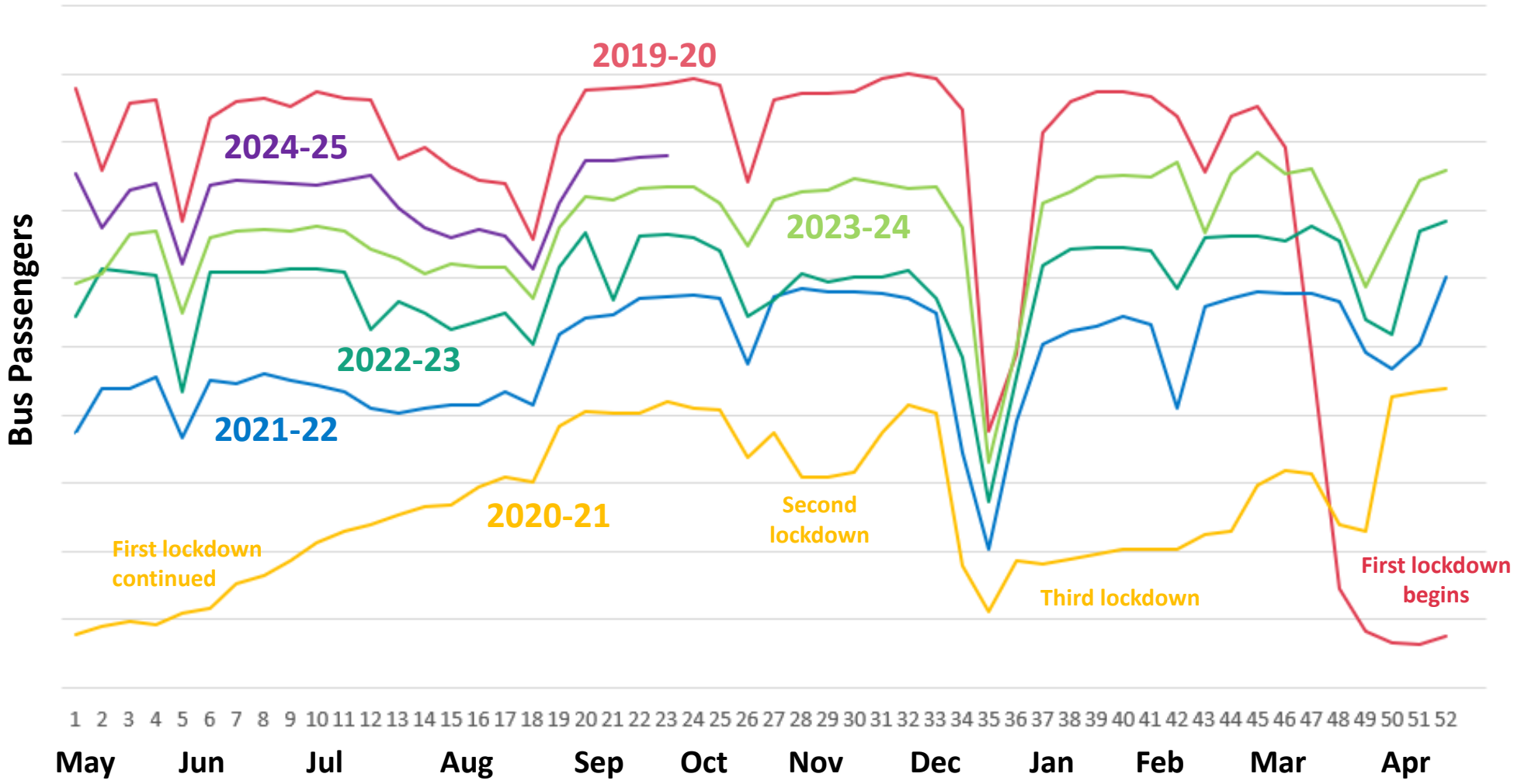
Due to the commercial sensitivity of this data, bus passenger volumes are not marked on the y-axis of this graph.

Bus Passengers: excluding Park and Ride



In September 2024, bus passengers on only non-Park & Ride services were 5% below pre-COVID from the Cambridgeshire depots (Cambridge and Fenstanton), and 21% below at the Peterborough depot.

Stagecoach CPCA Area Bus Passengers (excluding P&R)



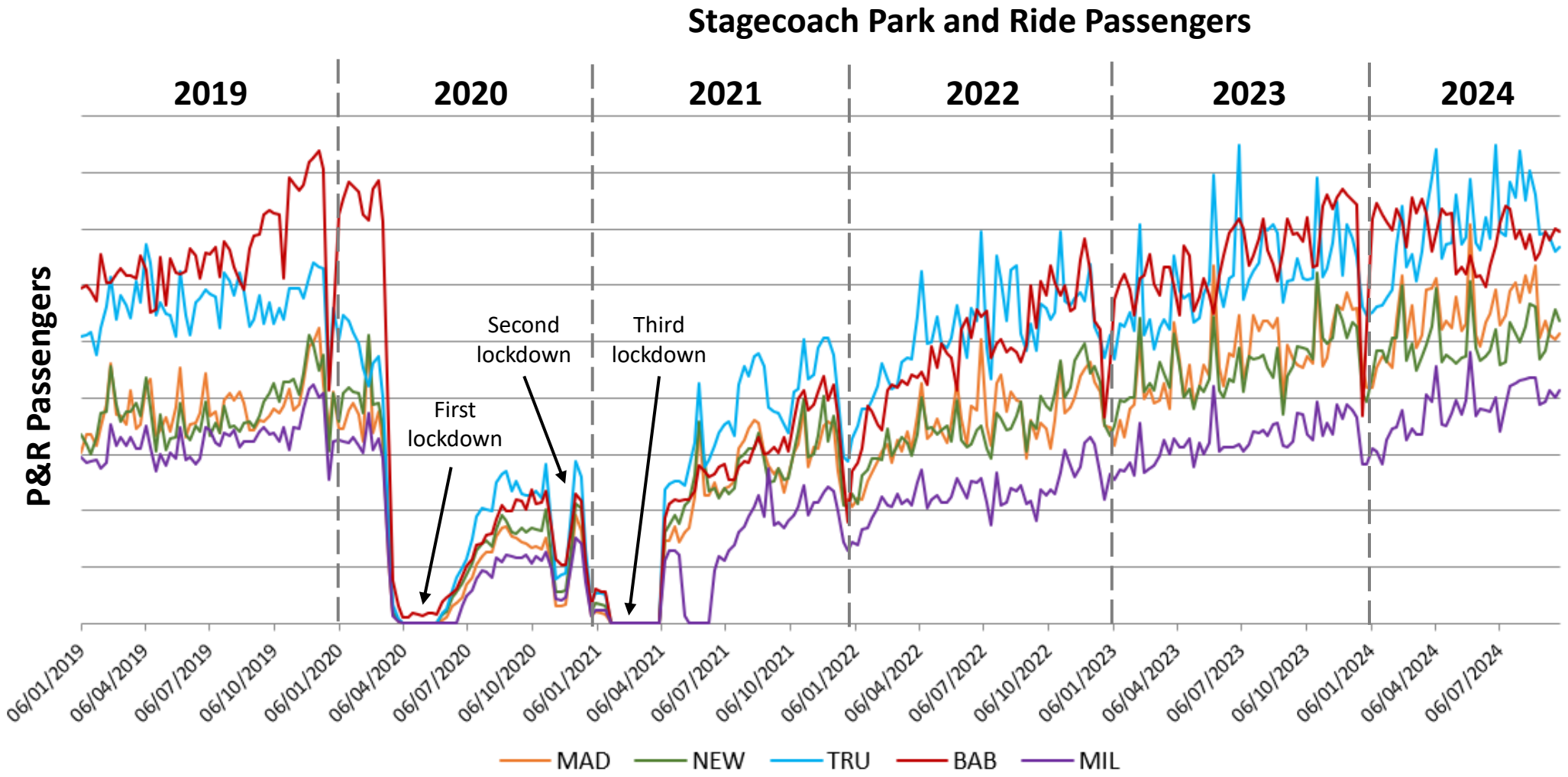
Cambridgeshire (Cambridge and Fenstanton depots)
Pre-COVID to Now:
Sep 2019 to Sep 2024
-5%

Peterborough (Peterborough depot)
Pre-COVID to Now:
Sep 2019 to Sep 2024
-21%

Due to the commercial sensitivity of this data, bus passenger volumes are not marked on the y-axis of this graph.
P&R services only operate from the Cambridge depot.

Bus Passengers: Park and Ride only

Trumpington and Babraham Park and Ride continue to be the sites with the highest volumes. All sites are now around or above pre-COVID volumes.



Cambridge Depot

Pre-COVID to Now:

Sep 2019 to Sep 2024

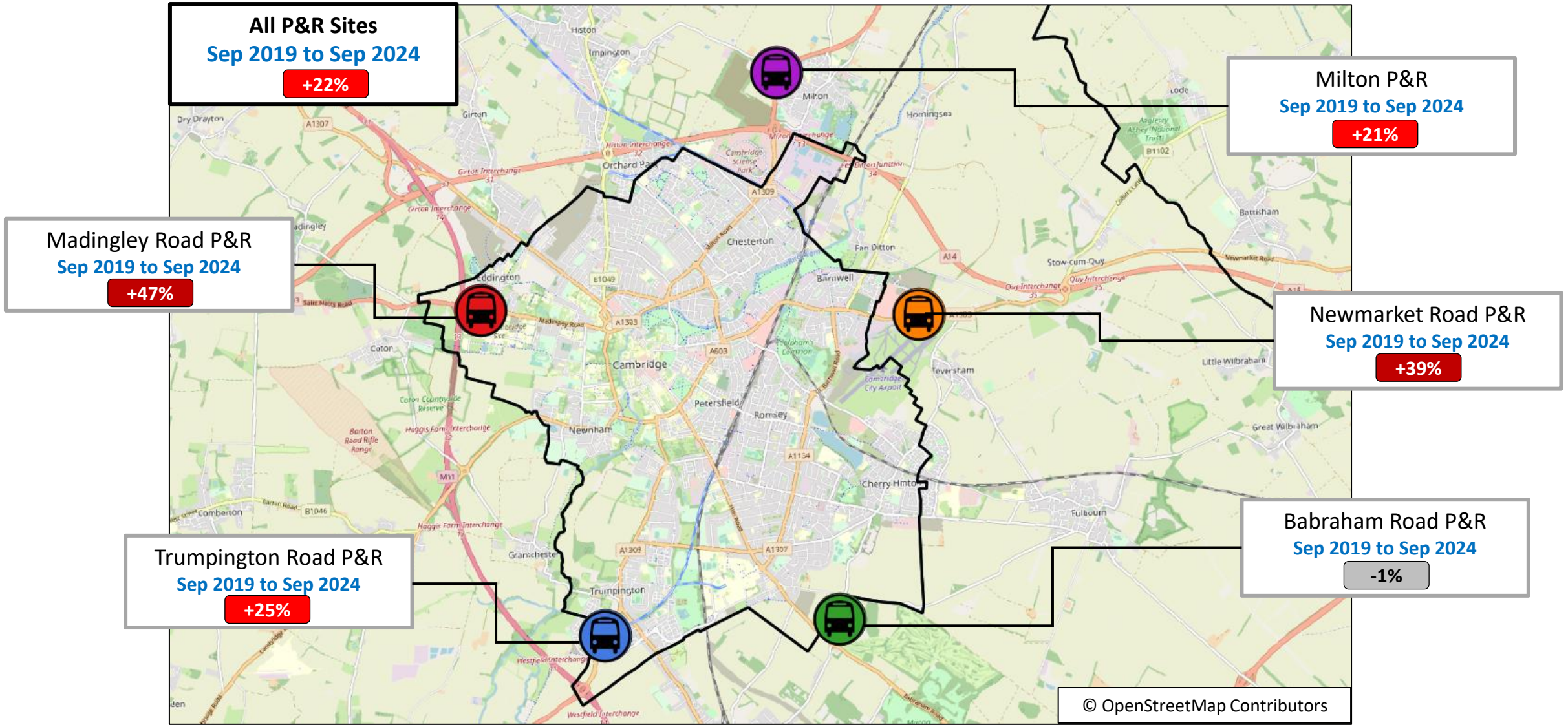
+22%

Due to the commercial sensitivity of this data, bus passenger volumes are not marked on the y-axis of this graph.

Bus Passengers: Park and Ride by Site

Below pre-COVID | Above pre-COVID

Park and Ride (P&R) site usage continues to exceed pre-COVID levels across most sites. Madingley Road (+47%) and Newmarket Road (+39%) show the largest increases compared to pre-COVID volumes. Having been above pre-COVID, Babraham Road is now 1% below pre-COVID.



Micro-mobility

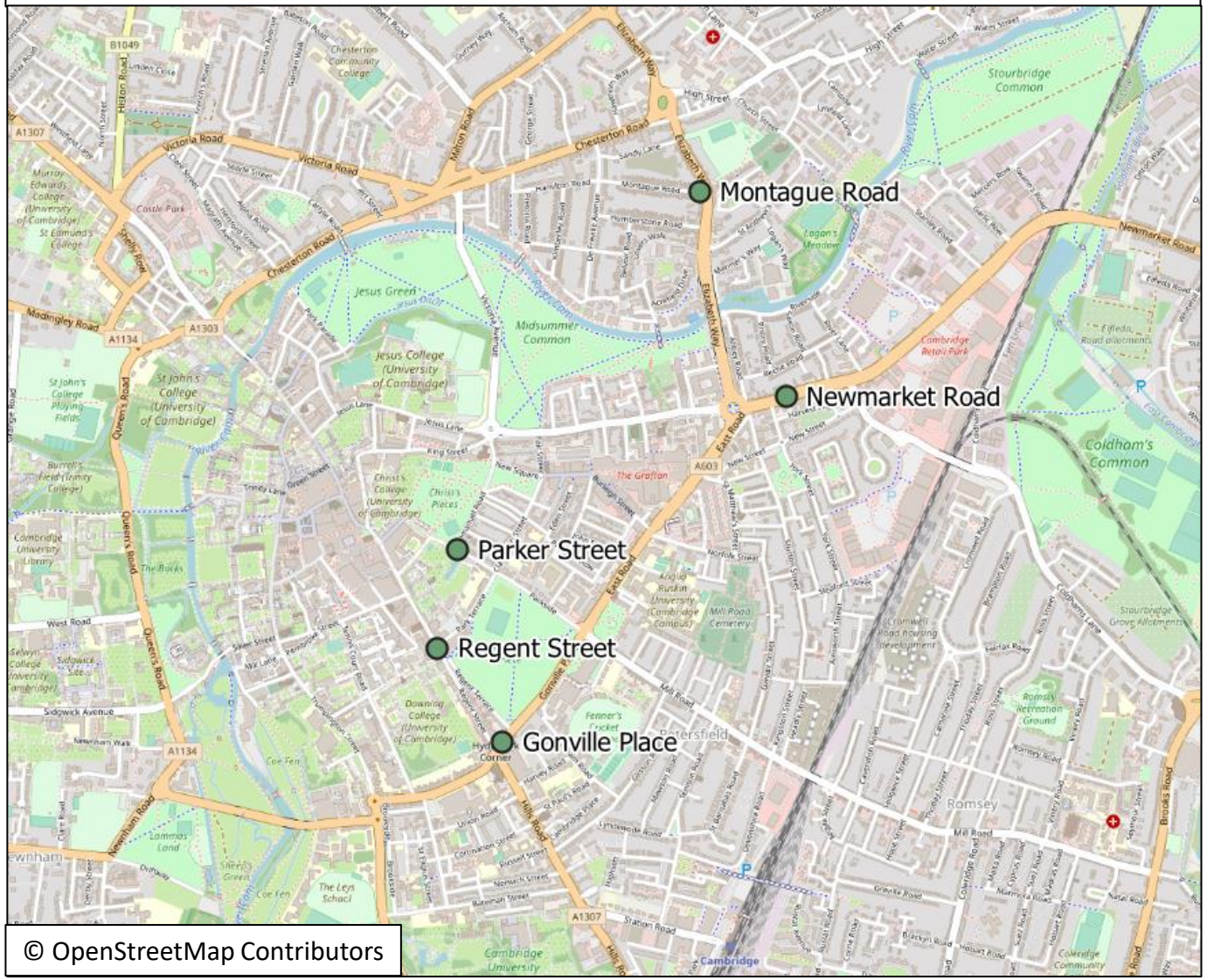
Voi E-scooters and E-bikes in Cambridge

Moving forward, Voi will be sharing their e-scooter and e-bike data in a different format. Once this data has begun being shared with CCC, it will be included here.

Air Quality

Air Quality Monitoring Locations

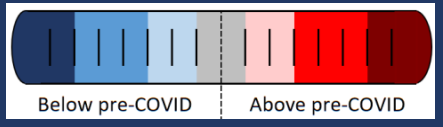
Continuous Air Quality Monitoring Sites, Cambridge



Location	Description
Montague Road	Close to the junction with Elizabeth Way
Newmarket Road	Close to Cambridge Retail park on Newmarket Road.
Parker Street	Close to the bus station
Regent Street	To the West of Parker's Piece
Gonville Place	Near Hill's Road, South of Parker's Piece. Inactive from April 2022 to March 2024.

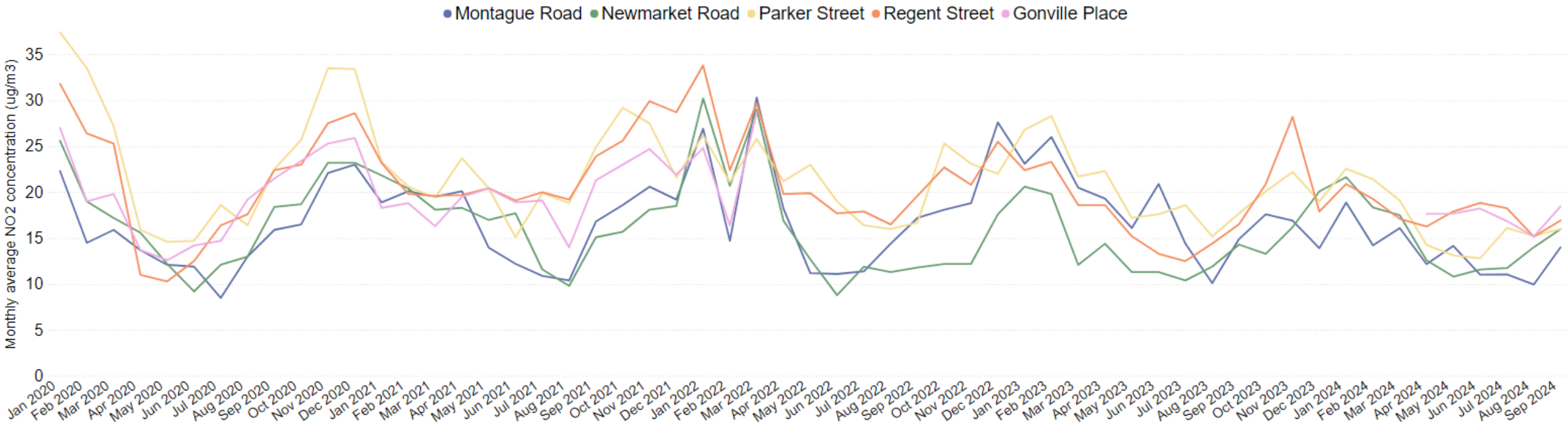
The Cambridge City Council Air Quality team provide data from 5 continuous air quality monitors in central Cambridge. The monitors primarily measure Nitrogen Oxides (NOx) and Particulate Matter (PM) which are proxies for overall air quality.

Air Quality: Individual Sites



Two sites show a slight decrease from Sep 2023 (Montague Road and Parker Street), whilst two sites show a slight increase (Newmarket Road and Regent Street). Increases from the summer months are expected at this time of year.

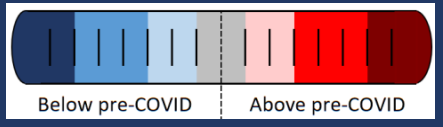
Monthly average NO_2 concentrations by site



	Pre-COVID to Now: Sep 2017-19 baseline to Sep 2024	Mid-COVID to Now: Sep 2021 to Sep 2024	Last year to Now: Sep 2023 to Sep 2024
Gonville Place	-34%	-13%	No 2023 data
Montague Road	-30%	-17%	-6%
Newmarket Road	-33%	+6%	+12%
Parker Street	-51%	-36%	-10%
Regent Street	-35%	-29%	+3%

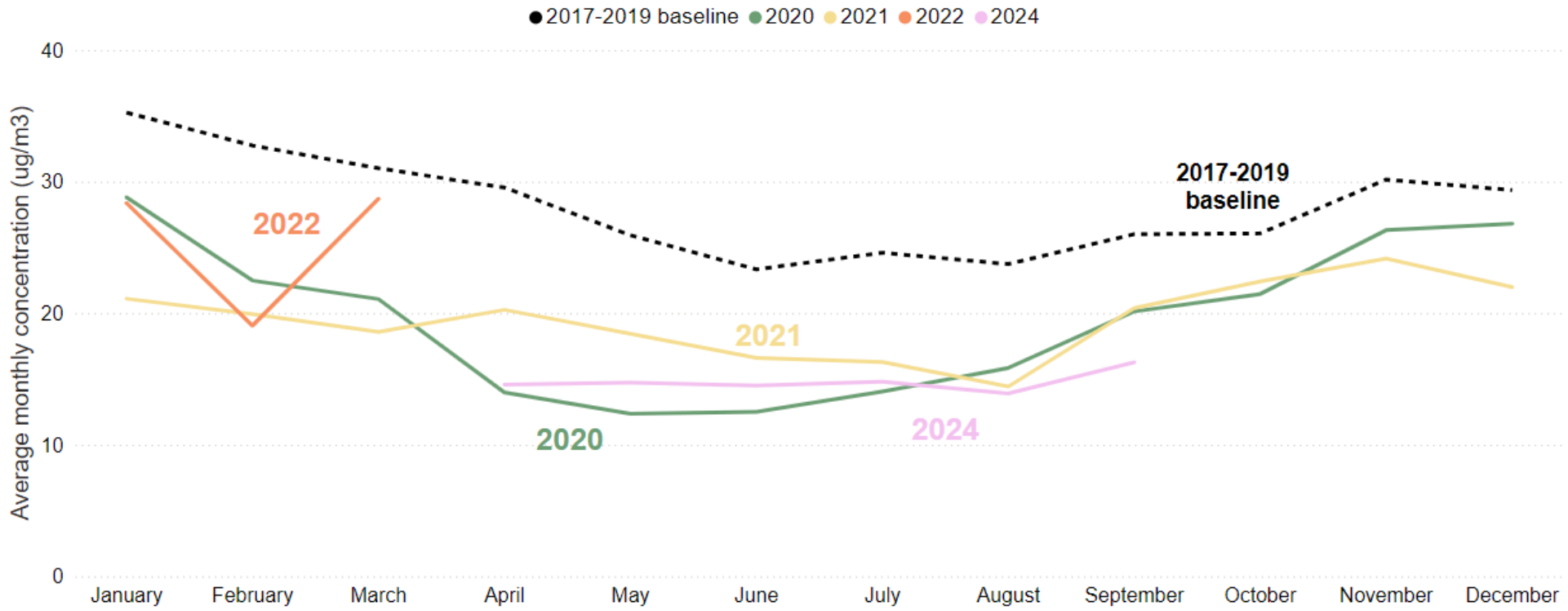
*Data was not available for Gonville Place sensor from April 2022 to March 2024.

Air Quality: All Sites



NO_2 concentrations continue to decrease in 2024, in line with the expected seasonal decline in NO_2. In September 2024, concentrations are well below the 2017-2019 baseline (-37%).

Monthly average NO_2 concentration across all 5 continuous monitoring sites*



	Pre-COVID to Now: Sep 2017-19 baseline to Sep 2024	Mid-COVID to Now: Sep 2021 to Sep 2024	Last year to Now: Sep 2023 to Sep 2024
All sites average	-37%	-20%	No comparable data

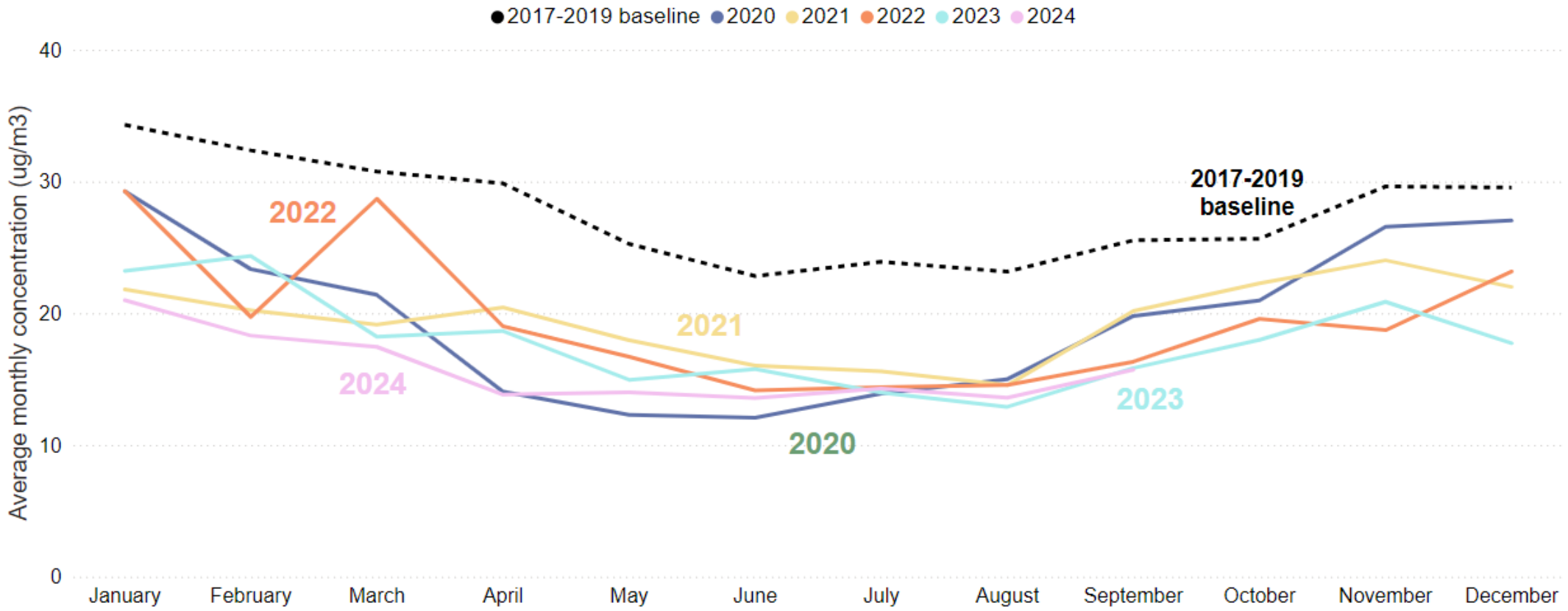
*The analysis on this slide is based on 5 sensors in Cambridge: Montague Road, Newmarket Road, Parker Street, Regent Street and Gonville Place. The Gonville Place sensor was inactive from April 2022 to March 2024 so an average of the 5 sites is not available for this period.

Air Quality: All Sites excluding Gonville Place

Below pre-COVID | Above pre-COVID

NO_2 concentrations remain well below the 2017-2019 baseline (-38%) in September 2024 and are similar to concentration seen in September 2023.

Monthly average NO_2 concentration across 4 continuous monitoring sites*



	Pre-COVID to Now: Sep 2017-19 baseline to Sep 2024	Mid-COVID to Now: Sep 2021 to Sep 2024	Last year to Now: Sep 2023 to Sep 2024
All sites average	-38%	-22%	-1%

*The analysis on this slide is based on 4 sensors in Cambridge: Montague Road, Newmarket Road, Parker Street and Regent Street.

policyandinsight@cambridgeshire.gov.uk