Traffic Monitoring Report

2023

Cambridgeshire County Council

cambridgeshire.gov.uk

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1 INTRODUCTION

1.1 Purpose

1.1.1 Cambridgeshire County Council, as the local Highway Authority, is responsible for the local highway network in Cambridgeshire, excluding Peterborough. The local road network encompasses most public roads within the county, with the exception of the strategic road network (trunk roads and motorways) which are managed by National Highways. The County Council requires up to date information to understand how the network is used and how usage is changing over time. This information is needed to inform a range of county council activities including:

- Strategic planning.
- Identifying the need for and planning of transport schemes.
- Informing development and land use planning.
- Informing the planning of road maintenance.
- Informing road safety investigations.
- Monitoring and evaluating the impact of schemes.
- Assessing our performance against targets.
- Providing an evidence base to inform wider decision-making.

1.1.2 The annual Traffic Monitoring Reports are intended to provide an evidence base for many of these purposes. The report examines traffic and travel trends at 10 key settlements across the county and seeks to compare the latest year of data to historic data to monitor changes over time.

1.1.3 One focus of the 2023 report is to compare 2023 data with 2019 data to provide an indication of how transport patterns have changed since the COVID-19 pandemic.

1.1.4 A comparison of 2023 and 2011 data has also been conducted, where possible, to allow longer-term trends to be monitored. This also allows progress to be monitored against longer term targets (see 2.1.4).

1.1.5 This report is published alongside an interactive dashboard, which contains a summary of the survey data collected since 2017. If you wish to explore the data further, please visit the Annual Traffic Surveys dashboard.

1.2 Scope

The geographical scope of this report is Cambridgeshire, excluding Peterborough. This aligns with the area that falls under the jurisdiction of Cambridgeshire County Council. The use of the word ‘Cambridgeshire’ throughout this report refers to the County Council’s jurisdiction and therefore does not include Peterborough, unless otherwise stated.

1.3 Data Sources

Traffic Counts

1.3.1 To inform the annual Traffic Monitoring Reports, extensive data collection is required across the county. A number of data collection sites are monitored, either permanently or annually, to gather enough data to allow trends across the county to be estimated. The locations of Cambridgeshire County Council's annual and permanent traffic count sites can be viewed on the interactive Traffic Count Sites map on the Cambridgeshire and Peterborough Insight website.

1.3.2 A variety of methods of traffic data collection are used by CCC, but the main data source for the annual Traffic Monitoring Reports are the annual traffic surveys due to the availability of long-term comparable data from 1997 to present. Many of the newer methods of data collection, such as the network of VivaCity sensors, don't have many years of historic data available yet as they were predominately installed from 2019-2022. The annual traffic surveys therefore continue to be the best source of information for this purpose at present.

1.3.3 The annual traffic surveys take place in Spring and Autumn each year and collect data at over 100 sites over a twelve-hour period using manually classified counts (MCC):

- **Spring surveys**
  - Cambridge River Screenline - Late April / early May (2 weekdays).
  - Cycle Route Monitoring – early May (1 weekday).
- **Autumn surveys**
  - Cambridge Radial Cordon - early October (1 weekday).
  - Market Town Cordons – early November (1 weekday).

1.3.4 The traffic surveys are conducted by an experienced traffic survey company who capture video footage at each location on 1-2 weekdays each year. The video footage is then reviewed by a human enumerator who anonymously records the number of pedestrians, cyclists, e-scooters, horses and different classes of motorised vehicles passing by in each 30-minute period.

1.3.5 Due to the variable nature of traffic flows, the flows recorded typically fluctuate even if counted under similar conditions each year. The degree of fluctuation is generally less pronounced at sites with higher flows so care should be taken drawing conclusions, particularly for sites with lower flow volumes.

1.3.6 Flows are susceptible to impact from changes in local conditions, such as:

- Roadworks, collisions, or other incidents causing vehicle diversions.
- Changes in travel choice / mode due to weather.
- Unusual events (e.g. sport or entertainment events) causing atypical traffic patterns.
- School holidays and bank holidays.

1.3.7 Care is therefore taken to minimise the impact of local conditions by carefully planning the surveys to avoid non-neutral days, major roadworks and events, as per Department for Transport guidance. The traffic survey company commissioned to

collect the data is also required to note any observations that may affect the data collected, such as incidents and weather conditions.

1.3.8 Whilst every effort is made to collect comparable data each year, it is not always possible to guarantee this. Caution is therefore advised when interpreting observed changes in traffic from one year to the next. More detail is provided below.

Changes to the data collection methodology

1.3.9 Many of the traffic surveys that inform this report are intended to capture the total number of movements entering/exiting a settlement or crossing a boundary. To ensure that complete totals continue to be collected, there is a requirement for the survey methodology to continually adapt, particularly when new roads / cycleways are built nearby. Cambridgeshire County Council continually seeks ways of refining the survey methodology to ensure the completeness and accuracy of reporting. As a result, additional sites have been added to the survey programme in Huntingdon, Ely and Cambridge where new routes have opened.

1.3.10 Refinements were also made to the calculations used to estimate the Cambridge Radial Cordon total, particularly in relation to trips crossing the city boundary near Babraham P&R site. These refinements have been applied to all survey years to ensure comparability of the cordon total over time. Further details can be found in appendix item 9.3.

1.3.11 From Autumn 2021 onwards, E-scooters and horses were added to the list of classes captured by the surveys. Where “Active Travel” flows are presented in this report, they include E-scooters as well as pedestrians and cyclists. E-scooters were included in the survey from Autumn 2021, shortly after the Cambridgeshire and Peterborough Combined Authority initiated the E-scooter trial locally in October 2020.

Data Gaps

1.3.12 Whilst surveys took place in Autumn 2022, the quality of much of the data collected was not sufficient to be relied upon for the purposes of the annual monitoring report or wider decision making. This issue impacted data for the 2022 Cambridge Radial Cordon and Market Town Cordons and data for these surveys is therefore omitted from this report and from the Annual Traffic Surveys dashboard.

The surveys conducted in Spring 2022 (Cambridge Screenline and Cycle Route Monitoring) were completed satisfactorily, so partial data is available for 2022 but Autumn 2022 data (Cambridge Radial Cordon and Market Town Cordons) is deliberately excluded.

Glossary

1.3.13 Throughout this report you may come across acronyms, words or phrases which are unfamiliar. We have attempted to define as many of these as possible in the glossary, which can be found in Section 9.1.

COVID-19 Pandemic

1.3.14 Due to the COVID-19 pandemic and the rapidly changing demands on the public highway network, survey frequency was increased during this period. As a result, the River Cam Screenline and Cycle Route Monitoring counts were conducted during the autumn in 2020 and 2021 in addition to the usual springtime dates.

1.3.15 The additional data was useful to monitor the rapidly changing picture during the pandemic but for long term monitoring purposes, the 2020 and 2021 data presented in this report is sourced from the 'usual' months (as defined in paragraph 1.3.3).

1.3.16 It should be noted that some of the survey data presented was collected during periods of COVID-19 restriction and/or lockdown which has impacted the flows recorded, as follows.

- **Spring 2020 Surveys**: River Cam Screenline (22nd & 29th April 2020) and Cycle Route Monitoring (6th May 2020) took place during the first national lockdown. Travel was limited to key workers and essential requirements only and schools were closed. Travel demand was therefore heavily supressed.
- **Autumn 2020 Surveys:** River Cam Screenline repeated (14th & 21st October 2020), Cycle Route Monitoring repeated (21st October 2020), Cambridge Radials (14th October 2020) and Town Monitoring (3rd November 2020). The original regional tier system was introduced 2 days before the Autumn 2020 surveys took place. The surveys concluded immediately before the second national lockdown which took place from 5th November to 2nd December 2020. Cambridgeshire was in the lowest tier (tier 1) at the time of the surveys which meant the presence of the 'rule of 6' when meeting others, pubs and restaurants shutting at 11pm, working from home where possible, limited capacity at sporting events and hairdressers open. Travel demand was therefore still being supressed.

  Spring 2021 Surveys: River Cam Screenline (28th April & 5th May 2021) and Cycle Route Monitoring (12th May 2021). The Spring 2021 surveys took place during the third national lockdown which began on 4th January 2021. Restrictions gradually eased on 8th March (schools re-opened), 12th April (retail and hospitality re-opened) until 19th July 2021 when most remaining restrictions were lifted. The Spring 2021 surveys took place once schools, shops and outdoor-hospitality had re-opened but before international travel, indoor-hospitality or sporting events were permitted. Travel demand was therefore still being supressed.
- **Autumn 2021 Surveys:** River Cam Screenline repeated (6th & 13th October 2021), Cycle Route Monitoring repeated (20th October 2021), Cambridge Radials (6h October 2021) and Town Monitoring (3rd November 2021). Most remaining restrictions were lifted on 19th July 2021 so the Autumn 2021 surveys took place under low-restriction conditions (facemasks and isolation for those infected). Travel demand was therefore still being supressed although likely to a lesser degree than in 2020 or spring 2021.

1.3.17 On 24th February 2022 all COVID rules ceased in England. Therefore, all surveys from 2022 onwards were undertaken during restriction-free conditions. However, due to restrictions on movement experienced prior to 2023, longer term changes to behaviour (working from home, mode choice, reduced travel) may continue to be seen for many years to come.

From 2022 onwards, the typical survey schedule resumed – with the spring surveys covering the River Cam Screenline and the Cycle Route Monitoring and the autumn surveys covering Cambridge and Market Town Radials only.

Other data sources

1.3.18 In addition to the annual traffic surveys, this report is also informed by other sources of data, such as:

- Road Traffic Collision data (STATS19 data provided by the police).
- Busway usage figures (6.1 – provided by Stagecoach and Whippet).
- Park & Ride usage figures (6.3 – provided by Stagecoach).
- Department for Transport Cycling and Walking statistics, reported annually.
- Department for Transport road traffic estimates, reported annually.
- National Census 2011 and 2021 – population / household data, reported every 10 years.
- CCC Population and dwelling stock forecasts – reported annually.
- ONS Business Register and Employment Survey – reported annually.

1.4 Report Structure

1.4.1 The remainder of this report covers the following chapters:

2) Background – contextual information to consider alongside the data being presented.
3) Cambridge City – analysis of the Cambridge River Cam Screenline and Cambridge Radial Cordon data.
4) Market Towns – analysis of the radial cordon data for Chatteris, Ely, Huntingdon, March, Ramsey, St Ives, St Neots, Whittlesey and Wisbech.
5) Active Travel – analysis of the Cycle Route Monitoring data and DfT walking and cycling data.
6) Public Transport – analysis of bus passenger volumes on the busway and at the Park and Ride sites.
7) Monitoring of Targets
8) Conclusion – an overview of the trends across the county.
9) Appendices

2 BACKGROUND

2.1 Local Policy Context

Local Plans

2.1.1 Local Plans set out the vision, policies and proposals for the future development and land use for each district and are a key consideration in the determination of planning applications. There are five adopted local plans within the Cambridgeshire County Council jurisdiction, one for each district. The key areas for new housing, identified within each of the Local Plans, are set out below:

- Cambridge Local Plan (adopted 2018)
    - North West **Cambridge** (Eddington, Darwin Green, West Cambridge Site)
    - North East **Cambridge** (Science Park, Business Park, Hartree / Sewage Treatment Works, Cambridge North Station)
    - **Cambridge** East (Marleigh / Cambridge airport, north of Cherry Hinton and north of Newmarket Road)
    - South **Cambridge** (Trumpington Meadows, Clay Farm, Glebe Farm, Biomedical Campus).
- East Cambridgeshire Local Plan (adopted 2015, amended 2023)
    - **Ely**, Soham, Littleport, Burwell.
- Fenland Local Plan (adopted 2014)
    - Market Towns: **Chatteris, Whittlesey, March, Wisbech**.
    - Large Villages: Doddington, Manea, Wimblington.
    - Medium Villages: Benwick, Coates, Elm, Friday Bridge, Gorefield, Leverington, Parson Drove, Wisbech St. Mary.
- Huntingdonshire Local Plan (adopted 2019)
    - Market Towns: **Huntingdon, St Neots, St Ives, Ramsey**.
    - Key Service Centres: Buckden, Fenstanton, Kimbolton, Sawtry, Somersham, Warboys, Yaxley.
- South Cambridgeshire Local Plan (adopted 2018)
    - North West **Cambridge**, West **Cambridge**, **Cambridge** Southern Fringe, **Cambridge** East
    - Northstowe, Waterbeach New Town, Bourn Airfield, Cambourne West

2.1.2 Based on the sites identified within the Local Plans, growth will be typically concentrated in or near existing urban settlements, including Cambridge and the nine market towns that are the focus of this report.

2.1.3 It is envisaged that future versions of this report will include commentary on the new settlements currently being planned / built in South Cambridgeshire (Northstowe, Waterbeach New Town, Bourn Airfield and Cambourne) and Huntingdonshire (Alconbury Weald). Data collection has already begun in many of these settlements.

Local Transport and Connectivity Plan

2.1.4 The Cambridgeshire and Peterborough Combined Authority released the Local Transport and Connectivity Plan (LTCP) which was approved in November 2023. This plan establishes a framework to deliver a transport system for the citizens and businesses of Cambridgeshire and Peterborough.

2.1.5 The LTCP sets out a plan for a transport network that facilitates sustainable growth using three principles; **avoid** unnecessary travel by reducing the number and length of trips, **shift** to more sustainable modes and **improve** operational efficiency and journey experience.

2.1.6 The LTCP references three measurable targets:

- **Reduce traffic levels in and around Cambridge city by 10-15% on 2011 levels (p.29).** This aim is linked to the 'Making Connections' proposals that were being considered by the Greater Cambridge Partnership (GCP), however the GCP executive board took the decision to stop further development of the Making Connections proposals in September 2023. The target to reduce traffic levels remains within the current LTCP and has therefore been monitored within this report.
- **By 2030, half of all journeys within our towns and cities will be walked, wheeled or cycled (p.22)**.
- **A 15% reduction in car mileage from 2019 to 2030 (p.18).**

Cambridgeshire Active Travel Strategy

2.1.7 Cambridgeshire County Council adopted an Active Travel Strategy in March 2023. This strategy aims, over time, to enable active modes of transport to become 'a natural first choice of travel', thereby reducing the number of citizens who are dependent on the private car.

2.1.8 The main objectives of the Active Travel Strategy are to:

- Embrace a clear, deliverable vision for a high-quality, safe, inclusive and connected active travel network.
- Develop the active travel network by identifying improvements to local journeys, and connections to public transport for onward travel.
- Deliver increased active travel provision across the county.
- Ensure the existing and future active travel network is fit for purpose.
- Explore new ways to encourage active travel, and support initiatives that create modal shift *towards* active modes of transport.

2.1.9 The Active Travel Strategy does not outline any measurable targets but it does support the ambitions of the LTCP and will be used as a framework alongside the Cambridgeshire Cycling and Walking Infrastructure Plan in order to enable Cambridgeshire to contribute to the aims of Central Government to decarbonise transport.

Cambridgeshire Local Cycling and Walking Infrastructure Plan

2.1.10 The Cambridgeshire Local Cycling and Walking Infrastructure Plan (LCWIP) was formally adopted in October 2022. This plan forms part of a wider long-term vision to improve the walking and cycling networks throughout the county; with a particular focus on encouraging more active journeys to employment areas, schools, and public transport hubs.

2.1.11 The LCWIP and the Active Travel Strategy highlight the wider public health benefits of encouraging active travel; as well as environmental benefits such as cleaner air and reduced noise pollution. These fit into the County Council's strategic ambitions – outlined in more detail in Figure 2.

Cambridgeshire District Transport Strategies:

2.1.12 Each of the district councils within Cambridgeshire has a published transport strategy. These strategies broadly aim to better connect communities through transport provision; encourage active travel; improve transport safety; and contribute to improved air quality. They do not set out any measurable targets but they align with and complement the overarching policies set out above.

- Cambridge City and South Cambs (adopted 2014).
- East Cambs (adopted 2016).
- Fenland (adopted 2023).
- Huntingdonshire (adopted 2023).

Vision Zero Partnership Towards 2030 Strategy:

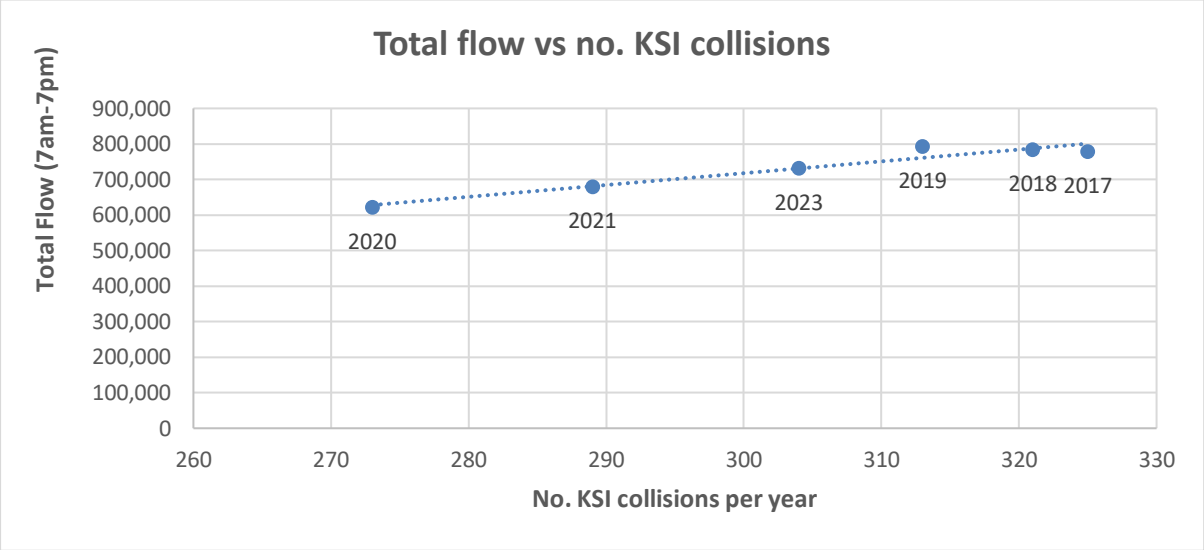
2.1.13 The Vision Zero Partnership is the local road safety partnership for Cambridgeshire and Peterborough. The overall vision and long-term goal for the Vision Zero Partnership is to achieve 'Vision Zero', where no people are killed or severely injured on the public highway in Cambridgeshire and Peterborough. The partnership has an interim goal of **halving the number of killed and serious injury casualties by 2030**.

2.1.14 The partnership aims to achieve this by taking a multi-agency approach where the local highway authorities, National Highways, emergency services, major trauma centre and supporting charities work together to adopt the Safe System approach, as set out in the Towards 2030 strategy. The strategy acknowledges that road safety needs to support active travel choice to assist communities in becoming safer and healthier, with cleaner air, less traffic and more opportunities to use travel as a form of exercise.

2.1.15 Local road safety, in terms of the number of collisions taking place on the public highway, is being actively monitored and the latest statistics can be viewed in the Cambridgeshire Road Safety Dashboard.

2.1.16 The number of collisions occurring locally has been found to broadly correlate with the level of use on the local road network (see Figure 1). Local objectives to reduce traffic levels and to reduce those being killed or seriously injured (KSI) in road traffic collisions are therefore intrinsically linked and achieving the former should help to achieve the latter.

Figure 1: Correlation between road use and the no. killed or serious injury collisions



2.2 Strategic Framework

2.2.1 Cambridgeshire County Council has set out a Strategic Framework which was formally adopted by Full Council in February 2024. The framework is underpinned by the goal to create 'a greener, fairer and more caring Cambridgeshire' (see Figure 2). The Framework sets out the council's seven core ambitions which aim to achieve this goal.

Figure 2: The Cambridgeshire County Council Vision

2.2.2 The first two ambitions directly relate to transport and are therefore particularly relevant context for this report. Ambition 1 aims to achieve net zero carbon emissions for Cambridgeshire by 2045 and Ambition 2 aims to make travel across the county safer and more environmentally sustainable.

2.2.3 Cambridgeshire County Council's 2023-2024 Carbon Footprint Report presents data from the Department for Energy Security and Net Zero, which outlines that **transport accounts for 27% of greenhouse gas emissions in Cambridgeshire** – the largest share of any individual sector. It also references the fact that a large proportion of

emissions from transport are vehicular emissions from roads. As one of the main contributors to greenhouse gas emissions in Cambridgeshire, it is essential that we understand the latest vehicular usage trends if Ambition 1 is to be achieved. Motorised vehicle usage volumes will therefore be presented within this report. More information about CCC's progress with Ambition 1 can be found in the Ambition 1 reporting tool on the Cambridgeshire and Peterborough Insight website.

2.2.4 Ambition 2 directly complements Ambition 1 by seeking to make travel more environmentally sustainable and move from higher-emitting modes of transport to more sustainable modes. This report will also seek to monitor the usage of more environmentally sustainable modes such as walking, cycling, micro-mobility and public transport. Ambition 2 also seeks to make travel across the county safer. Given the correlation between the volume of road users and the number of killed or serious injury collisions (see paragraph 2.1.16), monitoring of the volume of road use through the annual traffic monitoring reports and CCC's traffic flow monitoring dashboards will be key to planning road safety.

Transport also has an indirect role to play in achieving the County Council's other ambitions, for example by providing communities with better access to health and support services, employment and education.

2.3 Population, Households and Jobs

Population

2.3.1 Cambridgeshire has one of the largest growing populations in the country due to ambitious plans for growth in both jobs and housing. Based on the national census, the usual resident population of Cambridgeshire increased by 9.2% from 621,000 to nearly 679,000. For context, the population of England increased by 6.6% during this period, indicating that growth in Cambridgeshire was particularly pronounced.

2.3.2 Growth was particularly pronounced in Cambridge (+17.6% over the ten-year period), which was one of the fastest growing districts in England. Cambridge was the second fastest growing district in the East of England closely behind Bedford which grew by 17.7% over the ten-year period.

Table 1: Population growth and forecasts

Area	Population Growth 2001 to 2021 (ONS)	Population Forecast 2022 to 2041 (CCC)
Cambridge	+34%	+7%
East Cambridgeshire	+20%	+18%
Fenland	+23%	+16%
Huntingdonshire	+15%	+17%
Peterborough	+38%	+12%
South Cambridgeshire	+25%	+31%
Greater Cambridge	**+29%**	**+20%**
Cambridgeshire excl. Peterborough	**+23%**	**+18%**
Cambridgeshire & Peterborough	**+26%**	**+17%**
England	**+15%**	Not available

Source: ONS Census 2001 & 2021 and CCC local forecasts

2.3.3 In addition to high levels of growth historically, Cambridgeshire is expected to continue to experience high growth based on Cambridgeshire County Council forecasts. The latest forecasts indicate that the local population is expected to grow by 18% between 2022 and 2041, resulting in a population of almost 816,000 by 2041. Population growth in South Cambridgeshire is expected to be particularly high (+31%), as shown in Table 1.

Households – a person / group of people that live together and share facilities (e.g. a family or house share)

2.3.4 The total number of households in Cambridgeshire increased by 10.5% between 2011 and 2021, from 251,200 to 277,600 households. For context, the number of households in the entirety of England increased by 6.2% over this period, therefore households in Cambridgeshire grew at a faster rate than the national benchmark.

Dwellings – self-contained accommodation units

2.3.5 Cambridgeshire County Council produces local estimates and forecasts of the number of dwellings. These forecasts are based on local plan allocations, planning applications and permissions and construction progress based on our annual housing survey. The latest forecasts estimate that there will be a rise in dwellings in Cambridgeshire of 24% between 2022 and 2041 – resulting in a total dwelling stock of just over 365,000. This equates to a net increase of approximately 70k dwellings between 2022 and 2041. For more information on population growth and forecasts, please visit Cambridgeshire and Peterborough Insight.

Employment

2.3.6 The number of people in employment (full time and part time) whose place of work is located within Cambridgeshire in 2023 is estimated to be just under 365,000. This is based on the most recent data available from the *Business Register and Employment Survey (BRES),* which is an annual estimate of employment volume conducted by the Office for National Statistics. Data for 2023 is currently provisional.

Table 2: Employment estimates by district, 2012-2023.

Area	Total employment 2012	Total employment 2023 (provisional)	% change (2012-2023)
Cambridge	91,600	118,000	+29%
East Cambridgeshire	26,800	33,400	+25%
Fenland	31,200	38,700	+24%
Huntingdonshire	71,100	82,500	+16%
South Cambridgeshire	67,000	91,900	+37%
Cambridgeshire (excl Peterborough)	**287,700**	**364,500**	**+27%**
England	**23,897,600**	**27,951,600**	**+17%**

2.3.7 The number of people in employment in Cambridgeshire has grown by **27%** from 2012 to 2022. This is higher than the increase experienced across England (17%) indicating that growth in employment has been high locally.

2.3.8

2.3.9 Table 2 presents the growth in estimated employment numbers by Cambridgeshire district. South Cambridgeshire presents the largest percentage growth in employment, rising by 37% from 67,000 in 2012 to just under 92,000 in 2023. Cambridge City employment has increased by 29%, from just under 92,000 in 2012 to 118,000 in 2023.

2.3.10 Huntingdonshire presents as having seen the smallest employment increase, from just over 71,000 in 2012 to just over 82,000 in 2023 – an increase of 16%.

2.4 Overview

2.4.1 Cambridgeshire faces a number of challenges over the next twenty years, largely driven by the competing pressures of sustained high levels of growth in population and employment, alongside ambitions to prevent increasing vehicle emissions, encourage more sustainable modes of travel and improve road safety.

2.4.2 Local growth estimates suggest significant increases in the number of people living and working in Cambridgeshire which is likely to translate to increased demand on the local transport network. At present, local growth estimates do not take account of the Cambridge 2050 proposals which propose an even higher level of local growth that is being managed by the Cambridge Delivery Group. At present the Cambridge 2050 proposals do not provide sufficient detail or certainty to be included in local forecasts but, should they go ahead, growth is likely to be even higher than currently forecast.

2.4.3 To facilitate local transport targets, local development needs to be prioritised in locations that help to minimise the number and length of trips being made and in locations where active travel or public transport are a realistic alternative to private vehicles.

2.4.4 This report aims to provide a transport evidence base to help to monitor and support on-going efforts to:

- reduce vehicle emissions;
- increase use of sustainable travel modes; and
- improve road safety.

3 CAMBRIDGE CITY

3.1.1 Cambridge is a city in south-eastern Cambridgeshire with a resident population of approximately 147 thousand people (2022)[1]. Cambridge is a workplace destination for tens of thousands of commuters - 85 thousand in 2011[2] or 55 thousand in 2021 (commuting levels supressed due to national lockdown)[3]. In both 2011 and 2021, approximately 60% of people commuting to jobs in Cambridge were found to live outside of Cambridge. This indicates that there is significant travel demand to enter the city for work purposes.

3.1.2 Cambridge is situated where the M11, A14, A428, A10 and A11 connect, and it therefore benefits from direct road links to Huntingdon, St Ives, St Neots, Ely and Peterborough. Cambridge currently has 2 railway stations (Cambridge and Cambridge North) and is due to have a third station (Cambridge South) which is expected to open in 2026. Cambridge has a central bus station which provides bus services to many nearby towns and villages, as well as benefitting from the guided busway which provides an off-road route for services to Trumpington in the south and up to St Ives and Huntingdon to the north-west.

3.1.3 Based on the DataShine Commute tool (2011 Census data), Cambridge residents typically work within Cambridge or on the outskirts (e.g. Genome Campus, Science Park) and some commute to London. Most of these commuting trips are under 5km and are therefore feasible to make by walking or cycling, whilst trips to London are often made by public transport due to the presence of direct rail connections. This helps to explain why commuting trips beginning within Cambridge are often active modes and why public transport use is also relatively high.

3.2 Cambridge Survey Locations

3.2.1 Flows entering, exiting, and travelling within Cambridge have been monitored using two traffic surveys for many decades:

- **The River Cam Screenline survey** captures flows crossing the river bridges in the city, once in late April and again in early May (see Figure 3). This survey captures trips in central Cambridge, some of which may have started or ended outside of the city and some of which will have taken place entirely within the city.
- **The Cambridge Radial Cordon survey** captures flows crossing the city boundary during October each year (see Figure 13). This survey captures flows on the outskirts of the city that are entering or exiting Cambridge and therefore captures trips that have started or ended outside of the city.

3.2.2 Due to the differences in the two environments being monitored (trips crossing the river and trips crossing the city boundary), the magnitude of flows and the types of modes captured are quite different. Analysis of each of these settings is provided in the subsequent sections of chapter 3).

[1] Cambridgeshire County Council mid-2022 population estimate. Source: Cambridgeshire & Peterborough Insight – Population – Local Population Estimates and Forecasts
[2] Census 2011 travel to work origin-destination data. Source: RF04AEW (Location of where people live when working and place of work) - Nomis - Official Census and Labour Market Statistics [Table RF04AEW]
[3] Census 2021 travel to work origin-destination data. Source: Origin-destination data, England and Wales: Census 2021 - Nomis - Official Census and Labour Market Statistics [Table ODWP01EW]

3.3 River Cam Screenline Survey

3.3.1 To monitor the River Cam Screenline, flows at a total of 14 river crossings were counted, including a number of cycle and foot bridges (see Table 5 and Figure 3). From Spring 2022, the Abbey-Chesterton Bridge has also been included in the Screenline survey, following its opening in December 2021.

3.3.2 All vehicle types crossing the River Cam are captured on the five road bridges (CASL sites 1 to 5) whilst only active modes (pedestrians, pedal cycles and e-scooters) are counted at the 9 footbridges. Active flows typically fluctuate more than motorised flows, e.g. active flows may reduce if it is raining. For this reason, the footbridge sites were historically counted on 2 separate days, whilst motorised flows were only captured on a single day. From 2024 onwards, all modes will be captured on both days of the survey to maximise the amount of data that's available and provide extra resilience.

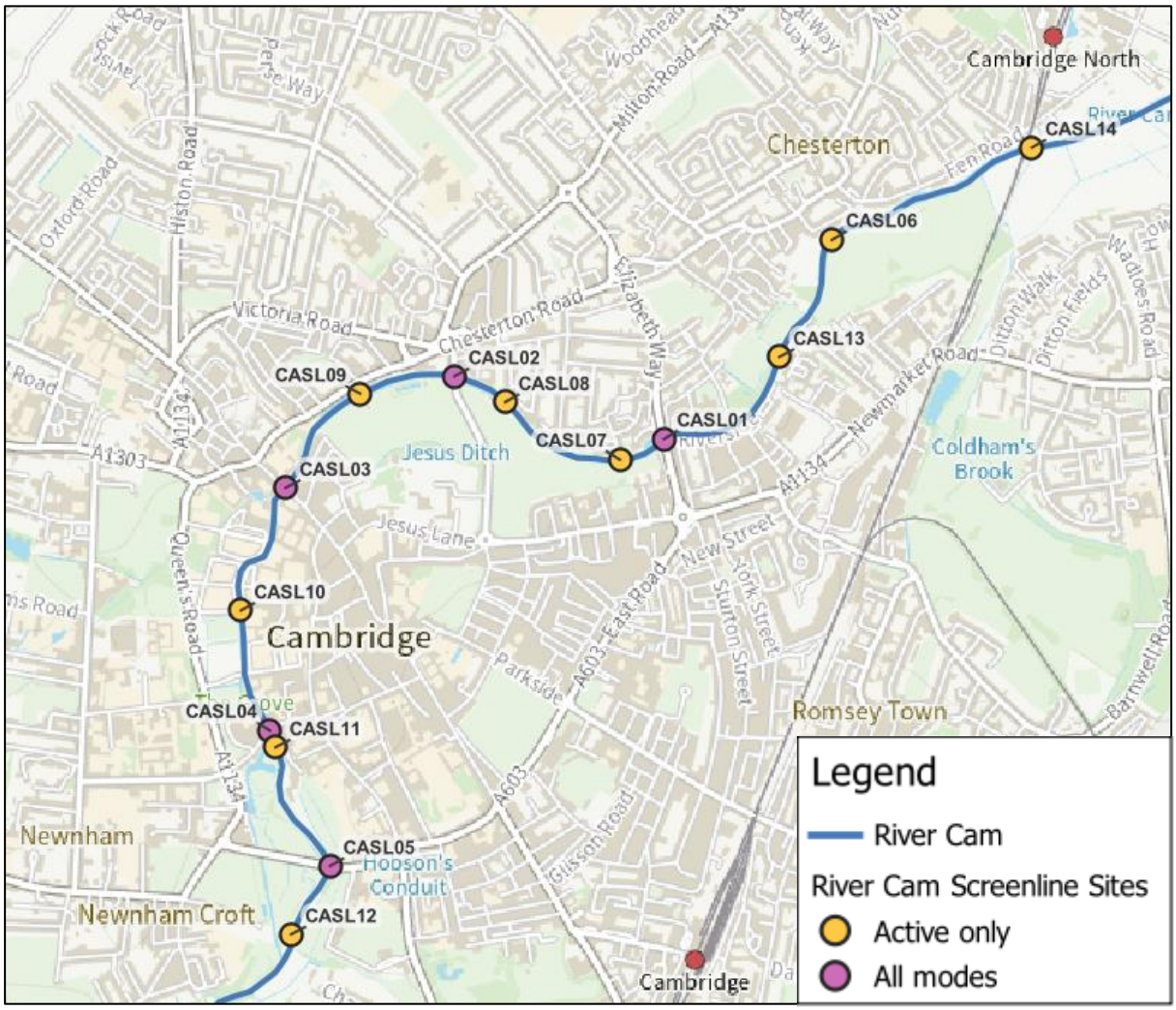
3.3.3 The latest River Cam Screenline survey was conducted on Wednesday 26th April (all modes) and Wednesday 3rd May 2023 (active flows only). Due to missing data, two sites required a re-survey and as a result CASL04 (Silver Street) was re-counted on Tuesday 16th May 2023 and CASL12 (Coe Fen) on Tuesday 23rd May 2023.

3.3.4 The second day of active flow data was found to be similar to that captured on the first day which helped to provide confidence that the data captured is likely to be typical and broadly representative. Despite being a weekday in school term time, Wednesday 3rd May is considered to be non-neutral based on DfT guidance because it falls during a bank holiday week. For this reason, only the counts captured on Wednesday 26th April and the 2 re-survey dates in May (all neutral days) are used for the analysis in this report. All historic data presented in this report utilises data from neutral days, where possible (see section 9.2).

Table 3: River Cam Screenline Sites

Site No.	Road Name	Location Description	Mode
CASL01	Elizabeth Way	Near Elizabeth Way BP Garage	All modes
CASL02	Victoria Avenue	Near Lady Margaret Boat House	All modes
CASL03	Bridge Street	Near Magdalene College	All modes
CASL04	Silver Street	Outside Darwin college	All modes
CASL05	Fen Causeway	Near The Leys School	All modes
CASL06	Green Dragon	Near Fen Road	Active only
CASL07	Pye's Bridge	Outside Pembroke College Boat Club	Active only
CASL08	Fort St George	Near Fort St George pub	Active only
CASL09	Jesus Lock	Near Chesterton Road	Active only
CASL10	Garret Hostel Lane	Next to Trinity Hall	Active only
CASL11	Mill Lane Weir	Opposite Darwin College library	Active only
CASL12	Coe Fen	Near Lammas Land	Active only
CASL13	Riverside	Outside Museum of Technology	Active only
CASL14	Abbey-Chesterton Bridge	Next to Stourbridge Common	Active only

Figure 3: River Cam Screenline Sites (interactive map available)



3.4 River Screenline Total

3.4.1 The data collected at the 14 sites listed above has been summed to produce a total flow crossing the River Screenline which is presented by mode in Table 4.

3.4.2 This data helps to demonstrate that active flows make up the largest proportion of flows within Cambridge (55%) with the most dominant individual modes being cars (35%), pedestrians (28%) and pedal cycles (26%).

Table 4: Total Flow Crossing the River Cam (Spring 2023)

Vehicle type	7am-7pm Flow	Vehicle proportion (%)
Car	39,298	35%
Motorcycle	2,340	2%
LGV	6,435	6%
Bus	1,207	1%
HGV	664	1%
Total Motor Vehicles	**49,944**	**45%**
Pedal Cycle	29,393	26%
Pedestrian	31,088	28%
E-Scooter	1,155	1%
Total Active Travel	**61,636**	**55%**
Total Count	**111,580**	**100%**

Note: percentages are rounded to the nearest whole number.

3.5 Analysis by Mode

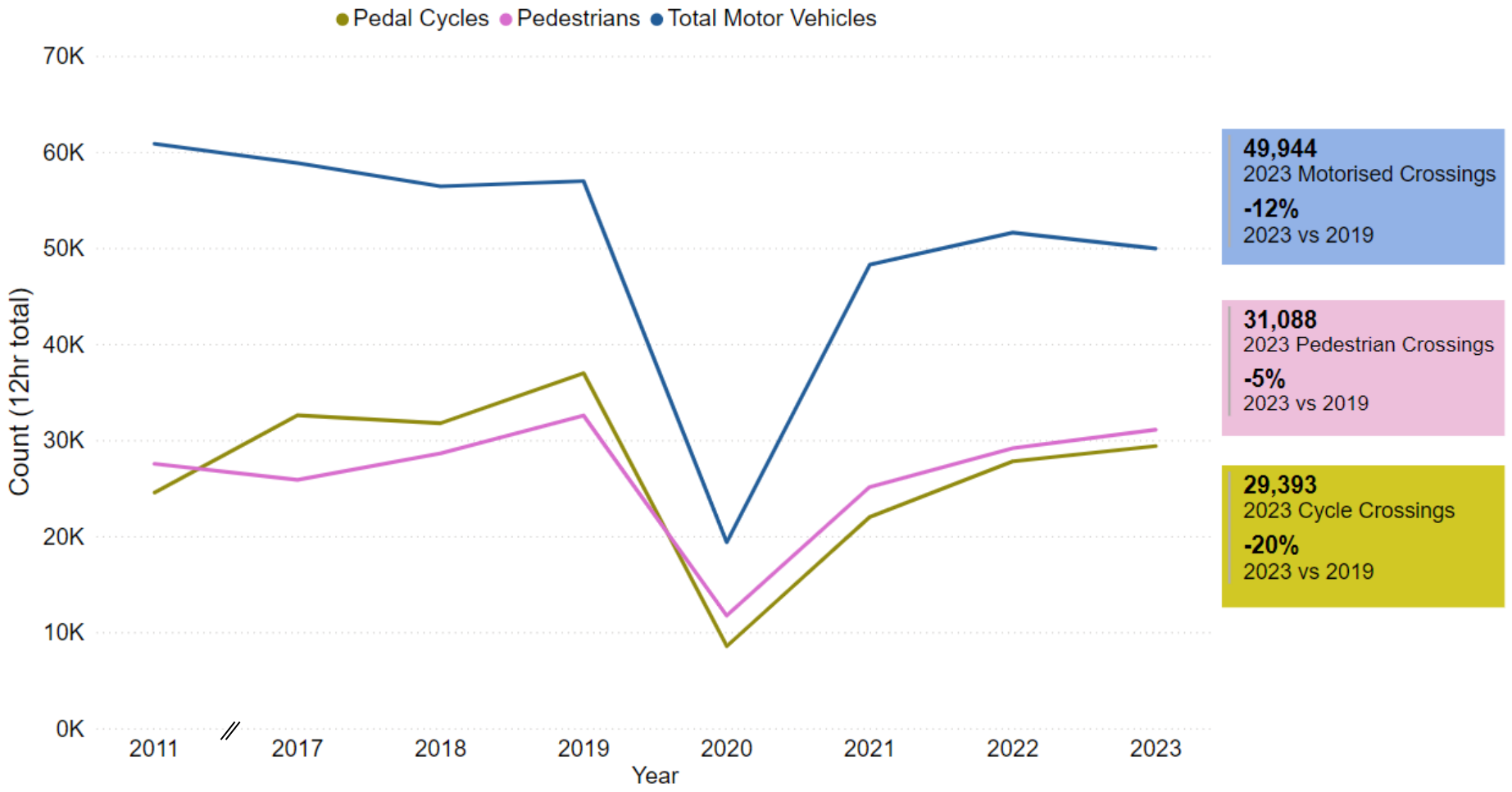
3.5.1 Table 5 compares the volume of river crossings recorded in Spring 2023 with those recorded in 2011 (Local Transport and Connectivity Plan baseline) and 2019 (pre-COVID). Long-term trends have also been presented visually in Figure 4.

Table 5: River Cam Crossings by Mode and Year

Vehicle type	2011	2019*	2023	% change 2011 to 2023	% change 2019 to 2023
Car	50,314	46,321	39,298	-22%	-15%
Motorcycles	889	1,337	2,340	+163%	+75%
LGV	6,910	6,564	6,435	-7%	-2%
Bus	1,766	1,559	1,207	-32%	-23%
HGV	974	1,179	664	-32%	-44%
Total Motor Vehicles	**60,853**	**56,960**	**49,944**	**-18%**	**-12%**
Pedal Cycles	24,524	36,956	29,393	+20%	-20%
Pedestrians	27,533	32,569	31,088	+13%	-5%
E-scooters	No data	No data	1,155	n/a	n/a
Total Active Travel	**52,056**	**69,525**	**61,636**	**+18%**	**-11%**
Total Count	**112,910**	**126,485**	**111,580**	**-1%**	**-12%**

*Note that the motor vehicle flows collected in Spring 2019 were observed on a non-neutral day (see 9.2.4 for details).

Figure 4: River Cam Crossings by year: Motorised, Pedestrians and Pedal Cycles.



Note: motor vehicle flows collected in Spring 2019 were collected on a non-neutral day (see 9.2.4 for details).

3.5.2 The River Cam Screenline data suggests that motorised flows crossing the river were relatively stable before the pandemic (2017-2019), dropped considerably during the pandemic, recovered during 2020 and 2021 and have been stable during 2022 and 2023. CCC's quarterly transport data updates also support this and suggest that motorised flows within Cambridge have been consistently 5-10% below 2019 levels since summer 2021.

3.5.3 Walking and cycling volumes were gradually increasing prior to the pandemic and, despite a large reduction during the pandemic, appear to be continuing to increase. CCC's quarterly transport data updates support this and suggests that active flows within Cambridge are slowly increasing and that pedestrian volumes are generally more recovered than cycle volumes.

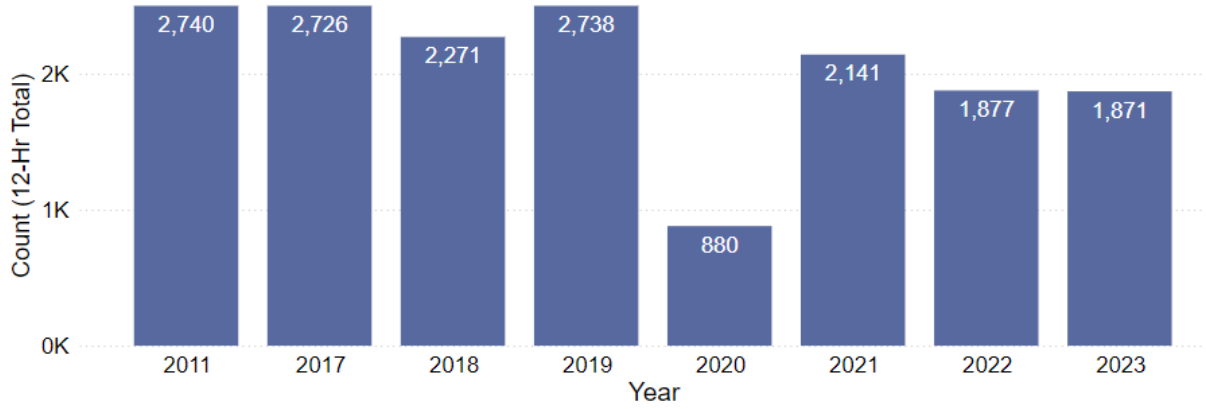
3.5.4 Following the reduction in flows during the pandemic, both motorised flows (-12%) and active flows (-11%) remain below 2019 levels, however there are some differences between individual modes:

- Pedestrian flows (5% below 2019) are recovering more quickly than pedal cycle flows (20% below 2019).
- Motorcycle flows in central Cambridge are now 75% above 2019 levels and 163% above 2011 levels. This is corroborated by other forms of analysis presented in CCC's quarterly transport data update.
- HGV flows crossing the River Cam have decreased by 44% compared to 2019 – whereas LGVs have only experienced a 2% decrease.

Heavy Vehicles

3.5.5 Figure 5 shows how heavy vehicle flows (buses and HGVs) crossing the River Cam have changed over time. This data demonstrates that heavy vehicle flows in central Cambridge remain below pre-COVID levels and do not look to be increasing. Notably, heavy vehicle flows on Victoria Avenue and Elizabeth Way actually look to be reducing. Buses make up approximately two thirds of the heavy vehicle flow.

Figure 5: Heavy Vehicle River Crossings, Spring River Screenline Survey



Note: motor vehicle flows collected in Spring 2019 were collected on a non-neutral day (see 9.2.4 for details).

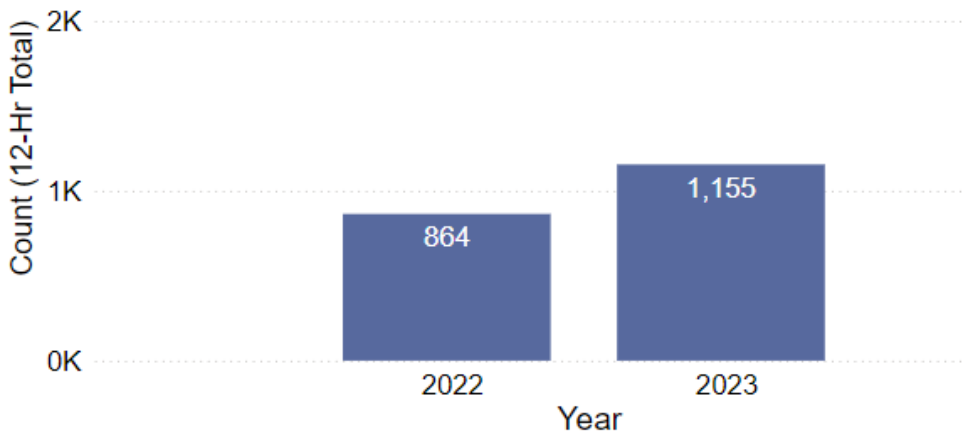
E-scooters

3.5.6 The Voi e-scooter trial began in Cambridge in October 2020. The trial was initially expanded to cover the South Cambridgeshire villages of Girton, Histon, Impington and Milton during 2021 however these villages were removed from the trial temporarily from November 2022 to June 2023. Since June 2023, Voi e-scooters have been available in Cambridge, Girton, Histon, Impington and Milton. As of December 2024, plans are underway to expand the trail scheme area further to allow e-scooters and e-bikes to use the link between Histon and Girton and the western end of Barton Road (Cambridge to Laundry Farm). Voi e-scooter and e-bike trends are provided by Voi for inclusion in the quarterly transport data updates.

3.5.7 Voi hire e-scooters are legal to use in public spaces, however privately owned e-scooters are not because it is not possible to get insurance to use them publicly. The Department for Transport are expected to release e-scooter legislation during 2025 which is likely to regulate the use of privately owned e-scooters on the public highway. Depending on the nature and specifics of this legislation, it is possible that we could see a notable increase in e-scooter numbers in the next few years.

3.5.8 As a new mode of transport which is likely to impact travel behaviours and road safety, E-scooter flows have been recorded as part of the annual traffic surveys since Spring 2022. It is therefore possible to compare how e-scooter flows (Voi hire scooters and privately owned scooters) crossing the River Cam have changed from 2022 to 2023. Figure 6 demonstrates that e-scooter flows have increased from nearly 900 per day in 2022 to almost 1200 per day in 2023 (7am - 7pm), an increase of 34%.

Figure 6: E-scooter River Crossings, Spring River Screenline Survey



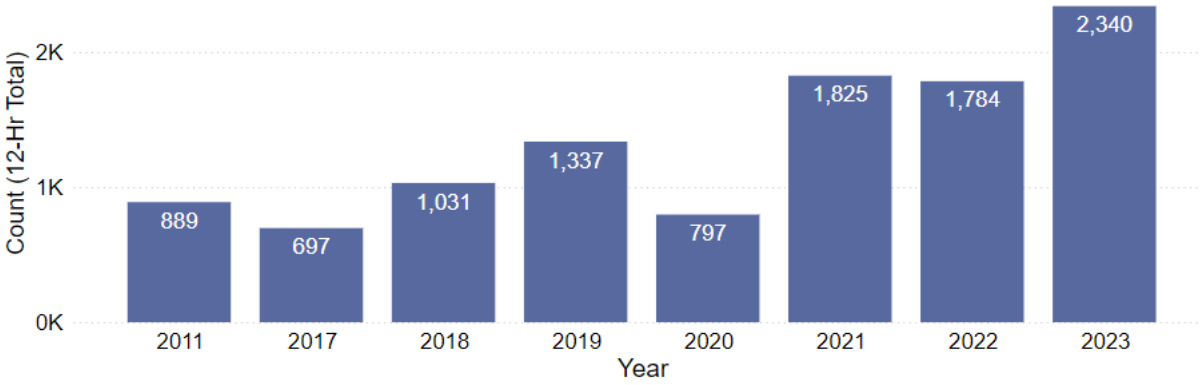
Motorcycles

3.5.9 Motorcycle volumes have increased significantly from 2019 to 2023, although overall volumes are still low relative to other modes with motorcycles accounting for 2% of river crossings in 2023, see Table 4.

3.5.10 Figure 7 presents motorcycle flows crossing the River Cam by year. Prior to the pandemic, motorcycle counts had shown some signs of a gradual increase to just over 1,300 per day (7am-7pm) by 2019. Motorcycle volumes dropped during 2020, as did other vehicle modes but by Spring 2021, over 1,800 motorcycles were recorded

crossing the river which was followed by a similar total in Spring 2022. This number increased again, with just over 2,300 crossings being recorded in Spring 2023.

Figure 7: Motorcycle River Crossings, Spring River Screenline Survey.



Note: motor vehicle flows collected in Spring 2019 were collected on a non-neutral day (see 9.2.4 for details).

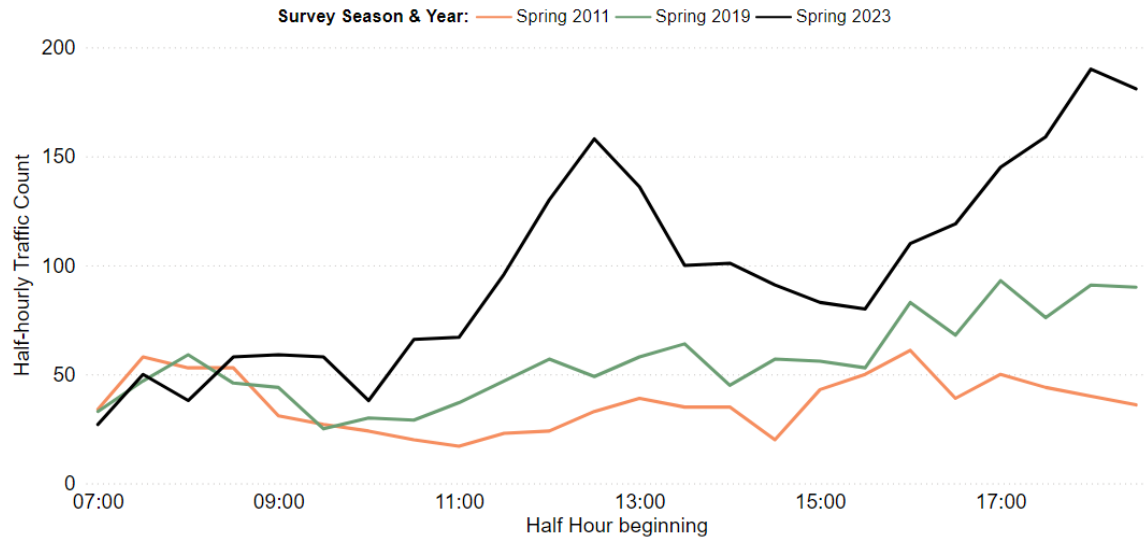
3.5.11 The change in motorcycle volumes has potentially significant implications for road safety within Cambridge as motorcycles are considered to be particularly vulnerable road users. Despite making up approximately 2% of flows in central Cambridge, motorcyclists represent 15% of those killed or seriously injured (KSI) on Cambridge roads (STATS19 road traffic collision data, 2023). Further increases in motorcycle volumes could, potentially, lead to increased numbers of KSI casualties in Cambridge and this will continue to be monitored.

3.5.12 Figure 8 presents motorcycle flows crossing the river by time of day for 2011, 2019 and 2023. The 2023 data shows a notable spike in motorcycle crossings at lunchtime (158 from 12:30-13:00); and a gradual increase in motorcycle crossings from 15:30, building to a peak of 190 from 18:00-18:30. One possible explanation for this is the use of motorcycles and e-bikes for takeaway food deliveries which have grown in popularity since the pandemic[4]. The 2023 Annual Report for Deliveroo shows that the number of active customers increased by approximately 130% between 2019 and 2023[5]. Figure 8 further supports the theory that the increase in motorcycle volumes in Cambridge are a result of food deliveries as the increases are particularly concentrated around mealtimes which is when the bulk of takeaway food deliveries might be expected. Additionally, the location that has seen the largest increase in motorcycle traffic is Bridge Street which has a high concentration of restaurants and takeaways. Motorcycle flows on Bridge Street have increased from less than 100 per day (2011 to 2018) to just under 300 per day in 2019 and had grown significantly to over 800 per day by 2023. This is in excess of a 200% increase in motorcycle flows on Bridge Street between 2019 and 2023.

[4] Statista Market Insights (Last updated July 2024) Online Food Delivery, United Kingdom. Available at: https://www.statista.com/outlook/emo/online-food-delivery/united-kingdom (Accessed December 2024).

[5] Deliveroo PLC (Last updated 2024) Annual Report 2023 [p.23]. Available at: https://dpd-12774-s3.s3.eu-west-2.amazonaws.com/assets/5917/1138/6593/deliveroo_plc_Annual_Report_2023.pdf (Accessed December 2024)

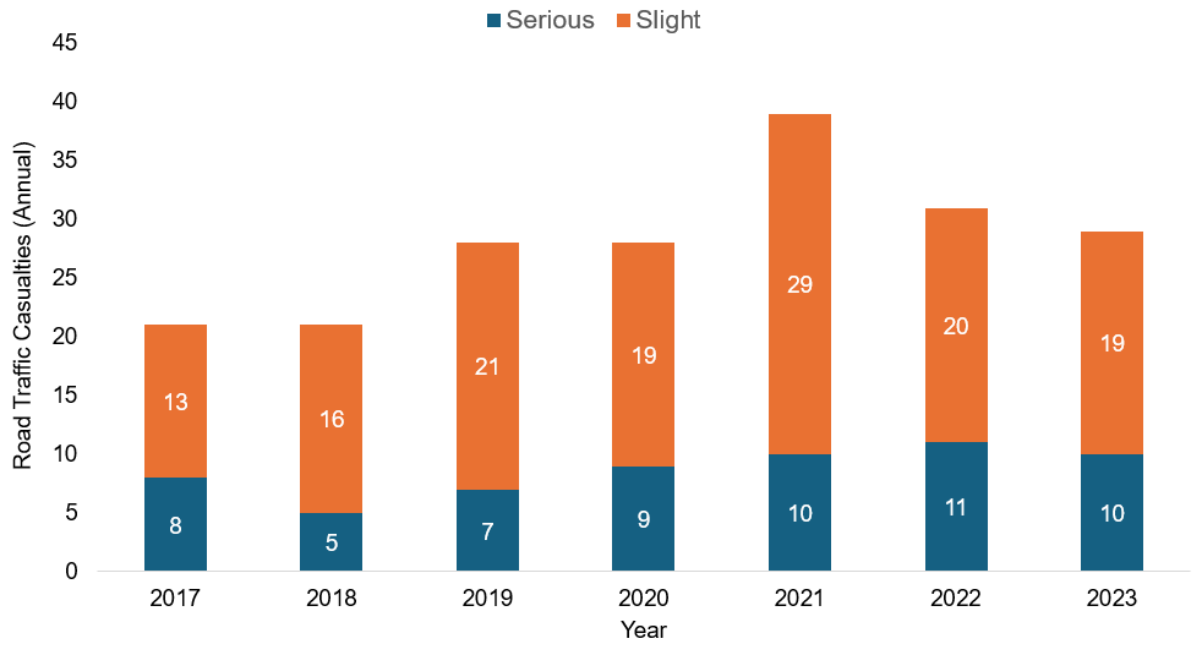
Figure 8: Motorcycle River Cam Crossings by Time of Day.



Note: motorcycle counts in Spring 2019 were conducted on a non-neutral day (see 9.2.4 for details).

3.5.13 Despite the large increase in the number of motorcycles in central Cambridge, an equivalent increase in motorcycle road traffic collisions has not been observed during 2023. Figure 9 presents the number of motorcyclist casualties within Cambridge and the severity of injury. An increase in motorcycle collisions can be seen from 2019 onwards which is roughly in line with the point when the numbers of motorcycles began to increase (Figure 7). A spike in motorcycle collisions occurred during 2021 but this pattern was reflected across road traffic collisions more generally and isn't unique to motorcycles. During 2023, 29 motorcyclist casualties were recorded in Cambridge which is comparable to the 28 casualties in 2019 despite motorcycle volumes increasing by 75% over this period.

Figure 9: Motorcyclist Road Traffic Casualties by Year and Severity (City of Cambridge only):



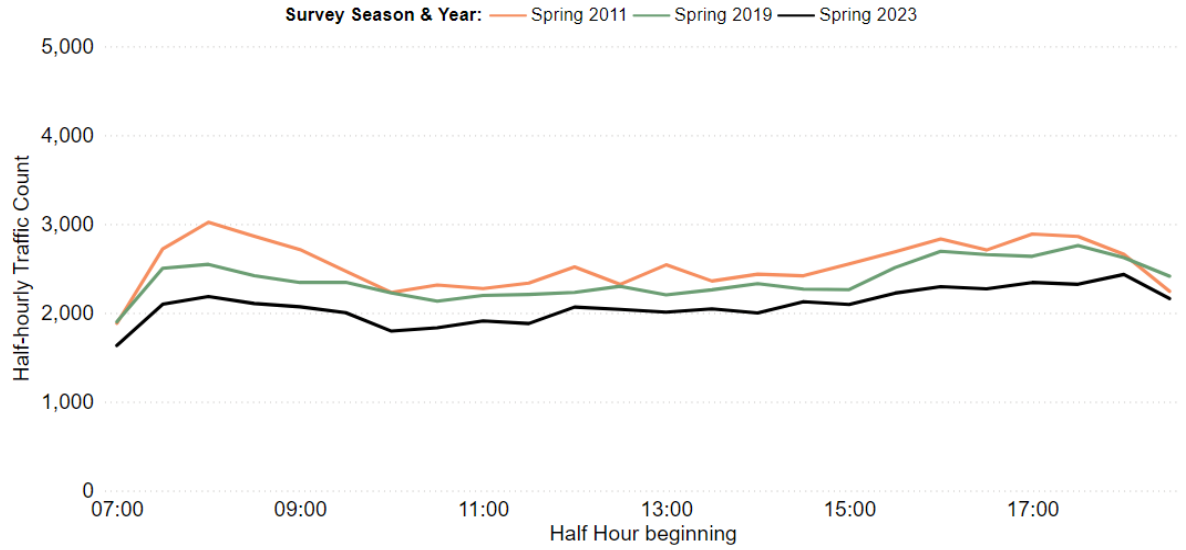
3.6 Analysis by Time of Day

3.6.1 Figure 10 and Figure 11 present half-hourly flows for motorised vehicles and active flows (pedestrians, cyclists and e-scooters) crossing the River Cam in 2011, 2019 and 2023.

3.6.2 Motorised river crossings in 2023 are consistently lower than 2011 and 2019 at all times of the day. A morning peak is still visible at 08:00 – with almost 2,200 motorised crossings per half hour. This is markedly lower than the morning peaks in 2011 (over 3,000 crossings) and 2019 (around 2,500 crossings).

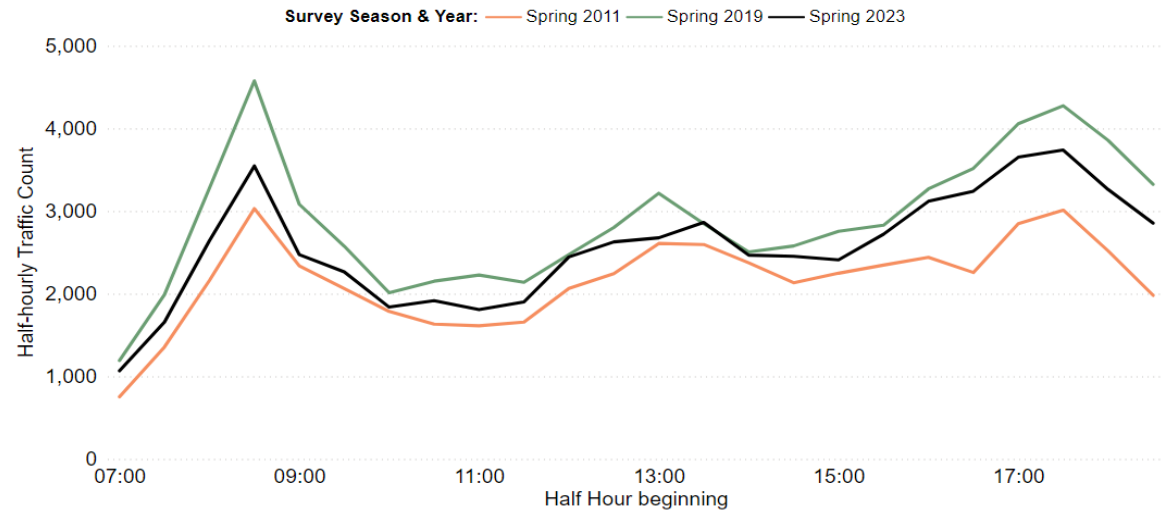
3.6.3 The daily profile of motorised crossings is relatively similar in all three years, gradually building through early to mid-afternoon to an evening peak. In 2023, this peak comes from 18:00 which is slightly later than in 2011 (from 17:00) and 2019 (from 17:30). In comparison, the morning peak for active flows is consistently from 08.30 in 2011, 2019 and 2023.

Figure 10: Motorised River Cam Crossings by Time of Day.



Note: motorised counts in Spring 2019 were collected on a non-neutral day (see 9.2.4 for details).

Figure 11: Active River Cam Crossings by Time of Day.



3.6.4 In the 2023 survey, this morning peak was recorded as just over 3,500 crossings per half hour, which is lower than 2019 by more than 1,000 crossings. Despite this, active flow river crossings in the morning peak in 2019 and 2023 are both higher than in 2011. In 2011, lower active flows were recorded during all hours of the day compared to both 2019 and 2023.

3.6.5 The half-hourly flow profile is relatively similar across all three years, with a morning peak from 08:30, another uptick in active volumes around lunchtime (from 13:00 to 14:00); and then an evening peak from 17:30. In Spring 2023, this evening peak was just above 3,700 crossings – around 500 fewer than the peak evening volume observed in 2019.

3.6.6 Table 6 presents half-hourly motorised for the Cambridge Radial and Cambridge River Screenline Surveys combined. The 2023 flows are generally below the levels seen immediately before the pandemic (2017-2019).

Table 6: Motorised volumes by half-hour, Cambridge Radials and Cambridge River Screenline

	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	10,300	10,293	10,070	5,612	7,615	8,722

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: motorised counts in Spring 2019 were collected on a non-neutral day (see 9.2.4 for details) and comparable data is not available for 2022.

3.6.7 The morning motorised peak in 2023 occurred from 07.30 to 08:00 – with 12,301 motorised trips recorded. This was also the peak motorised half-hour period in 2019 – albeit with almost 1,000 more trips being observed (13,257).

3.6.8 The evening peak in 2023 occurred from 17:00 to 18:00, with approx. 12,000 motorised trips recorded per half hour. This is below the peak volume recorded in 2019 (13,763) but ahead of 2021 (11,749).

3.7 Analysis by Location

3.7.1 Analysis of each of the 14 river bridges crossing the River Cam in Cambridge has been undertaken to determine whether any of the bridges have seen particularly notable changes in flows. Table 7 presents the 2019 and 2023 total flows at each of the individual survey sites on the River Cam Screenline and compares the two.

Table 7: Total flows recorded at each site on the Cambridge Screenline.

Site Location	Type	Total Flow 2019	Total Flow 2023	% change 2019 to 2023
CASL01 Elizabeth Way	Road	26,730	23,058	-14%
CASL02 Victoria Avenue	Road	15,042	13,228	-12%
CASL03 Bridge Street	Road	18,536	16,378	-12%
CASL04 Silver Street	Road	11,409	9,117	-20%
CASL05 Fen Causeway	Road	20,222	18,218	-10%
CASL06 Green Dragon Bridge	Path	4,602	3,106	-33%
CASL07 Pye's Bridge	Path	2,322	2,240	-4%
CASL08 Fort St George	Path	3,525	3,233	-8%
CASL09 Jesus Lock	Path	5,357	4,591	-14%
CASL10 Garret Hostel Lane	Path	8,013	6,724	-16%
CASL11 Mill Lane Weir	Path	3,605	3,185	-12%
CASL12 Coe Fen	Path	3,539	2,940	-17%
CASL13 Riverside	Path	3,583	3,042	-15%
CASL14 Abbey-Chesterton Bridge	Path	-	2,520	n/a
ALL		**126,485**	**111,580**	**-12%**

Note: motor vehicle flows collected in Spring 2019 were collected on a non-neutral day (see 9.2.4 for details).

3.7.2 All fourteen bridges recorded flows that are lower in 2023 than they were in 2019. Flows on Pye's footbridge were closest to 2019 levels, with 2,240 total crossings recorded – just 4% below pre-COVID levels. The only other site within 10% of pre-COVID levels was the Fort St George footbridge (-8%). These two bridges are central within Cambridge and both connect Midsummer Common (and the city centre) to Chesterton Road.

3.7.3 All of the road bridges (CASL 1 to 5) experienced reductions in flow of 10-20% between 2019 and 2023. Of the road bridges, Silver Street experienced the largest drop in total flows (-20%). This was predominantly due to a drop in car flows (-71%) during this period due to the extension of the vehicle restriction operating hours at this location in August 2020.

3.7.4 Green Dragon footbridge in Chesterton experienced the largest decrease in flows from 2019 to 2023 (-33%). This is the bridge closest to the new Abbey-Chesterton footbridge which opened in December 2021 (see Figure 12). The new bridge provides a river crossing point between north-east Cambridge and south-east Cambridge. Prior to the opening of the Abbey-Chesterton bridge, Green Dragon bridge would have been the only option to cross the river in this area. It is therefore expected that some of the demand for the Abbey-Chesterton bridge would come from people previously using the Green Dragon bridge. During the 2023 survey day, just over 2,500 people were recorded using the new Abbey Chesterton Bridge from 7am-7pm. Flows on the new bridge outnumber the reduction in flows on Green Dragon bridge (-1,496), suggesting that the new bridge has likely encouraged new active journeys as well as causing existing journeys to use the new route.

3.7.5 Figure 12 presents the change in flows on the River Cam on a map. The size of each circle indicates the volume of traffic in 2023 whilst the colour indicates the scale of change.

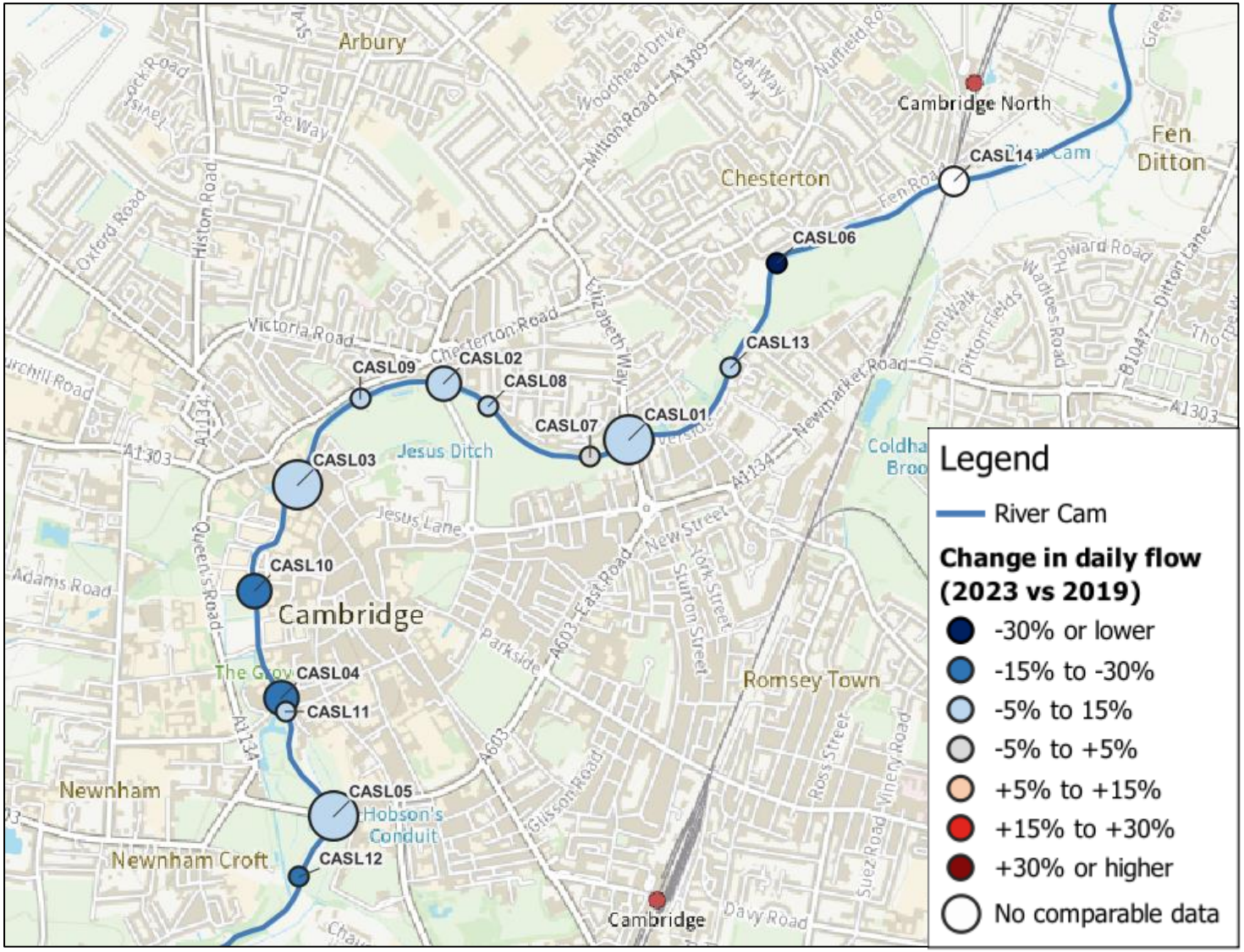
3.7.6 Please note that counts for motor vehicles in Spring 2019 were conducted on a non-neutral day (see 9.2.4 for details). We therefore urge some caution when comparing 2019 to 2023.

3.8 Performance against targets

3.8.1 The Local Transport and Connectivity Plan (LTCP) aims to see at least half of all journeys in towns and cities undertaken by active modes by 2030. The River Cam screenline captured a total of 111,580 river crossings during the 12-hour survey, of which more than half (55%) were undertaken by active modes (walking, cycling, or using an e-scooter). This suggests that trips within central Cambridge are already meeting this target.

3.8.2 The LTCP also aims to reduce vehicular flows to 10-15% below 2011 levels. Based on the river screenline survey, motorised river crossings in 2023 are 18% lower than those in 2011, whilst the number of crossings made using active modes has increased by 18%. Trends from the survey therefore indicate good progress against this target but it remains to be seen whether motorised flows continue to recover further towards the levels observed pre-COVID. The current trajectory for river crossings suggests that motorised flows have now stabilised (stopped increasing) and this is supported by the analysis in the CCC quarterly transport data updates.

Figure 12: Cambridge River Screenline map - 2023 total crossings and percentage change vs 2019.
The size of bubble reflects the total volume of traffic in 2023.



3.9 Cambridge Radial Cordon Survey

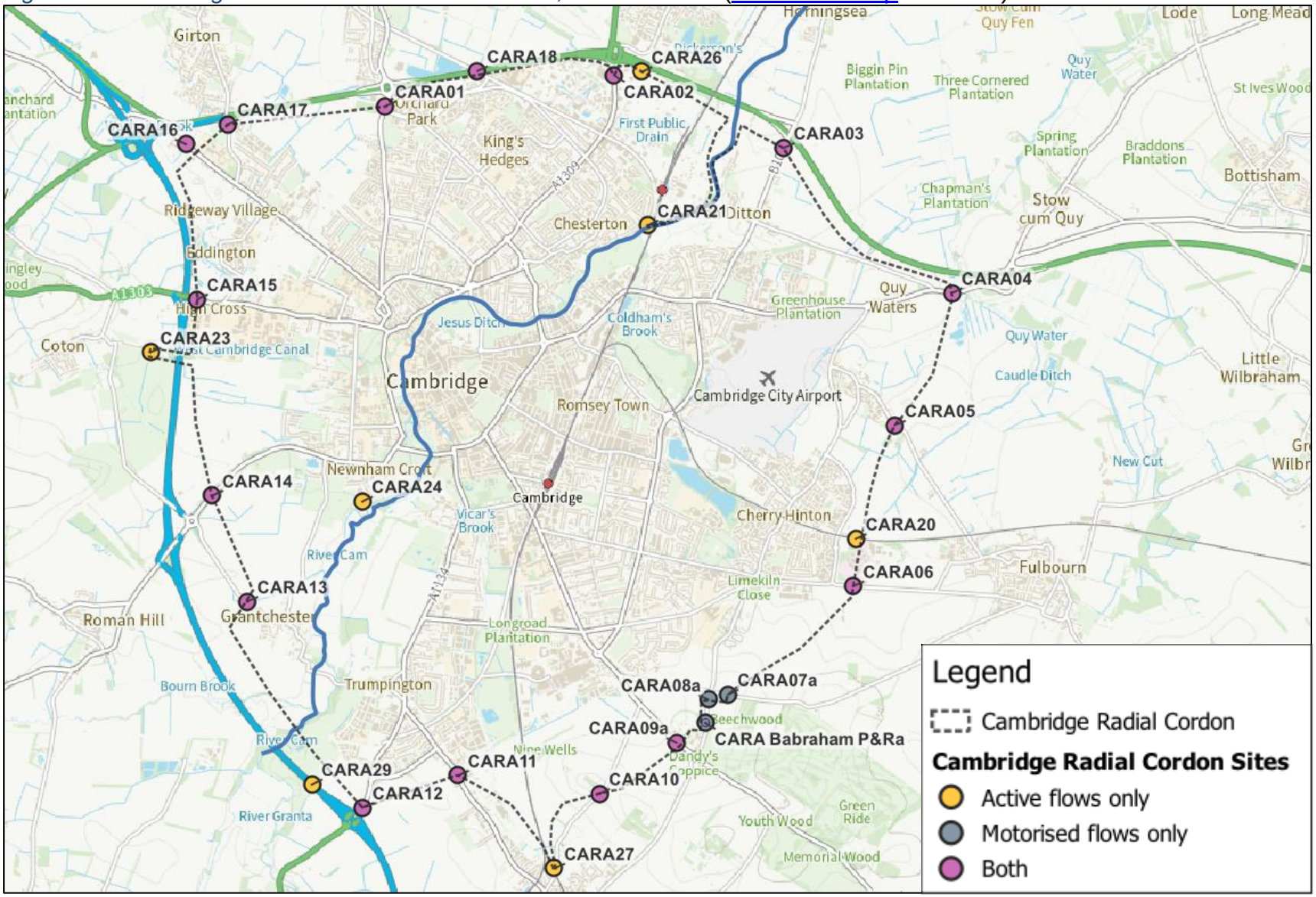
3.9.1 The Cambridge Radial cordon captures vehicles, pedestrians and cyclists crossing the city boundary between 7am and 7pm on a single day in the autumn each year. To comprehensively capture all journeys entering and exiting the city, a total of 26 roads, cycle paths, footpaths and busways are surveyed (see Figure 13).

3.9.2 In 2023, the Radial Cordon survey was conducted on Wednesday 11th October. Data was found to be incomplete for CARA13 (Coton Road) and CARA25 (Trumpington – Addenbrookes path) and these sites were subsequently re-surveyed on Wednesday 15th November. All data was collected on neutral days at the locations listed in Table 8 and shown in Figure 13.

Table 8: Cambridge Radial Cordon Sites

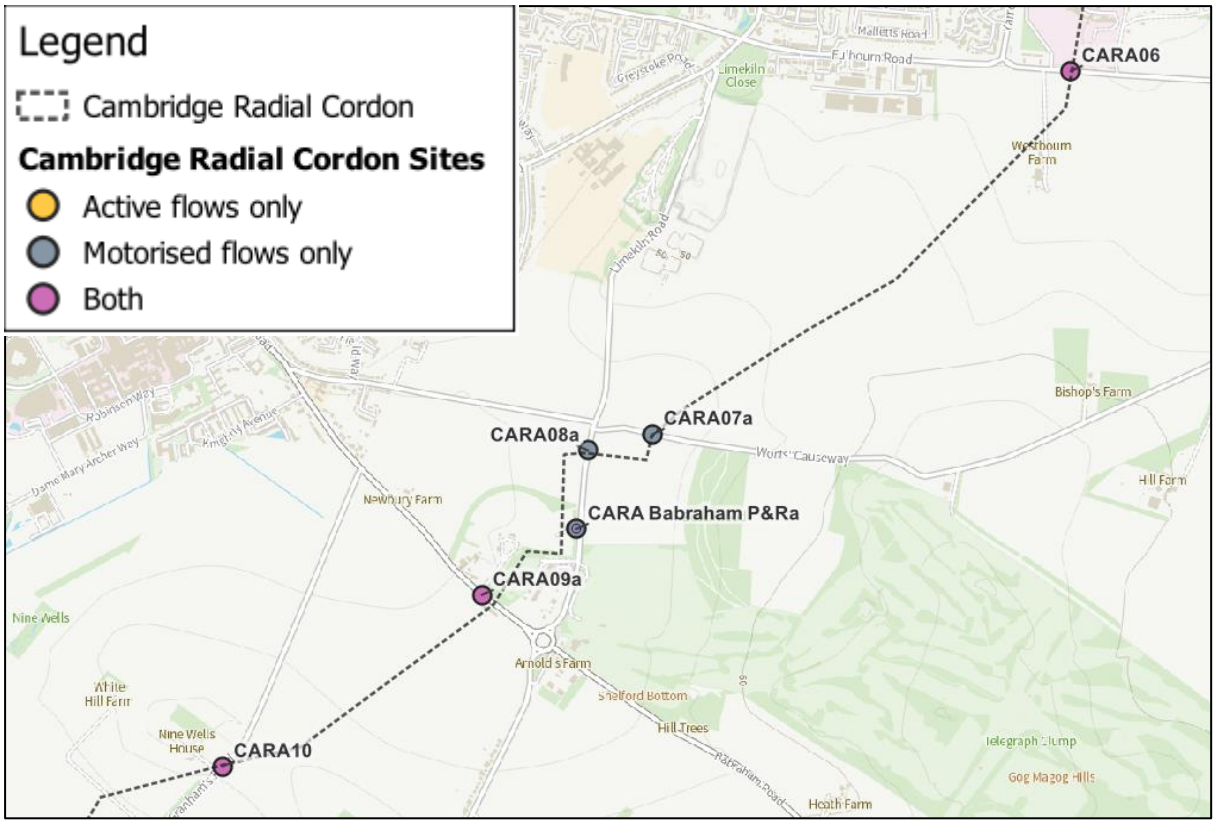
Site No.	Road Name	Location Description	Mode
CARA01	Histon Road	Just north of King's Hedges Road	All Modes
CARA02	Milton Road	Just north of Cambridge Science Park	All Modes
CARA03	Horningsea Road	Just south of A14	All Modes
CARA04	Newmarket Road	Just south of A14	All Modes
CARA05	High St, Teversham	Near Teversham High Street bus stop	All Modes
CARA06	Cambridge Rd, Fulbourn	Outside Fulbourn hospital	All Modes
CARA09a	Babraham Road (adjusted)	Outside Babraham Park and Ride	All Modes
CARA10	Granham's Road	Outside junction with private road	All Modes
CARA11	Shelford Road	Near Cabbage Moor Road	All Modes
CARA12	Hauxton Road	Near M11 Junction 11	All Modes
CARA13	Coton Road	Near Lacies Farm, Grantchester	All Modes
CARA14	Barton Road	Near Haggis Farm Interchange	All Modes
CARA15	Madingley Road	Outside of School of Veterinary Medicine, University of Cambridge	All Modes
CARA16	Huntingdon Road	Near Girton College	All Modes
CARA17	Girton Road	Outside Girton College Sports Ground	All Modes
CARA18	Guided Busway (North)	Near A14 underpass	All Modes
CARA20	Fulbourn Old Drift	Near Fulbourn Tesco	Active only
CARA21	River Cam Path	Near Stourbridge Common	Active only
CARA23	Coton Footpath	Near Coton Football Club grounds	Active only
CARA24	Grantchester Path	Near St Catharine's College Sports Ground	Active only
CARA26	Jane Coston Bridge (A14)	Near St John's Innovation Centre	Active only
CARA27	Addenbrookes to Granham Rd	Near Train Tracks	Active only
CARA29	M11 footbridge near Trumpington Meadows	Footbridge over M11	Active only
CARA07a	Wort's Causeway (adjusted)	Near Beechwoods Nature Reserve	Motorised only
CARA08a	Lime Kiln Road (adjusted)	Near junction between Cherry Hinton Road and Wort's Causeway	Motorised only
CARA Babraham P&R	Cherry Hinton Road	Eastern entrance to Babraham P&R	Motorised only

Figure 13: Cambridge radial cordon count locations, Autumn 2023 (interactive map available)



3.9.3 The majority of sites are captured as a single-day, manually-classified link count, as per the method used for the other annual surveys. However, due to the complexity of the city boundary in the area near Babraham Park and Ride site (see Figure 14), an alternative method of data collection has been used for CARA 7, 8 and 9. In this location an origin-destination survey has been conducted using automatic number plate recognition (ANPR) cameras. This allows all of the movements being made in this area to be captured and gives the option to exclude any movements that only temporarily cross the city boundary. For example, trips from Wort's Causeway in the east to Hinton Road in the south will enter the city boundary momentarily and it's not considered appropriate to include these trips in the total no. entering / exiting the city. This also applies to trips exiting the city on Babraham Road (CARA09) and heading north to Lime Kiln Road where they will almost immediately re-enter the city boundary. This method of data collection is detailed further in Appendix 9.3.

Figure 14: Origin-Destination survey near Babraham P&R site.



3.9.4 Due to this complexity, two versions of the data are produced for CARA07, CARA08, CARA09 and the P&R site access:

1. *Unadjusted flows capturing all trips crossing the city boundary, even if only temporarily (i.e. as observed)*
2. *Adjusted flows capturing only trips that definitively cross the city boundary (i.e. more permanently).*

When the Cambridge cordon total is calculated, the adjusted flows are included instead of the observed flows to avoid including any trips which only temporarily cross the boundary.

3.9.5 In addition to the Babraham Road adjustments, some other changes to the survey methodology have been necessary to keep the cordon watertight (i.e. avoid missing any trips crossing the boundary) and to ensure comparability of the data over time:

- From Autumn 2022, the M11 footbridge near Trumpington Meadows (CARA29) has also been included in the Radial Cordon survey.
- From Autumn 2023, the positioning of the Fulbourn Old Drift site (CARA20) has been adjusted so that flows are counted on the footpath between Fulbourn Old Drift and Tesco (south of the railway line) and better capture movements crossing the city boundary. This site was counted in this location historically, but flows were incorrectly counted north of the railway line from 2015 to 2022. The flows on Fulbourn Old Drift only represent approximately 0.3% of radial flows so this issue is not likely to materially impact the cordon total but, when considering this site in isolation, flows are unlikely to be comparable during this period. For this reason, a percentage change from 2019 to 2023 is not presented for CARA20 in Table 12 or Figure 19.

3.10 Cambridge Radial Cordon Total

3.10.1 Table 9 summarises the number of vehicles crossing the Cambridge city boundary in Autumn 2023 and includes the adjusted flows at the four sites mentioned above. In 2023, just over 200 thousand movements were made across the city boundary and the vast majority of these were made using motorised vehicles (94%).

Table 9: Trips crossing the Cambridge City boundary (Autumn 2023)

Vehicle type	7am-7pm Flow	Vehicle proportion (%)
Car	156,255	78%
Motorcycles	1,357	1%
LGV	24,403	12%
Bus	1,433	1%
HGV	4,257	2%
Total Motor Vehicles	**187,705**	**94%**
Pedal Cycles	9,455	5%
Pedestrians	3,184	2%
E-Scooters	153	< 1%
Total Active Travel	**12,792**	**6%**
Total Count	**200,497**	**100%**

Note – percentages are rounded to the nearest percent.

3.10.2 The proportion of motorised vehicles crossing the Cambridge city boundary (94%) is notably higher than the proportion crossing the River Cam in central Cambridge (45%). This is likely due to the River Cam sites picking up a larger number of shorter distance trips internal to the city which can be made by bicycle or on foot more easily.

3.11 Analysis by Mode

3.11.1 In 2023, the most common mode of transport recorded crossing the city boundary was car, which accounted for 78% of trips, followed by LGVs at 12% and pedal cycles at just under 5%.

3.11.2 In 2023, 153 e-scooters were also captured crossing the city boundary (similar to 2021) – predominantly to the north of Cambridge on Jane Coston Bridge, the Guided Busway near Impington and on Histon Road and Girton Road. These routes all connect the city with villages that the Voi e-scooter hire scheme has been extended to cover.

3.11.3 Table 10 and Figure 15 present the volume of motorised trips observed crossing the Cambridge city boundary over time. Table 10 focusses on 2011, 2019 and 2023 to allow benchmarking against an LTCP baseline and a pre-COVID baseline respectively whilst Figure 15 displays all years since 2017 to show changes over time in more detail.

Table 10: Flows crossing the Cambridge city boundary by Mode and Year

Mode of transport	2011	2019	2023	% change 2011 to 2023	% change 2019 to 2023
Car	157,082	173,895	156,255	-1%	-10%
Motorcycles	2,386	1,461	1,357	-43%	-7%
LGV	22,019	21,233	24,403	+11%	+15%
Bus	2,148	1,717	1,433	-33%	-17%
HGV	4,268	4,587	4,257	No change	-7%
Total Motor Vehicles	**187,903**	**202,893**	**187,705**	**No change**	**-7%**
Pedal Cycles	8,654	11,219	9,455	+9%	-16%
Pedestrians	2,435	4,008	3,184	+31%	-21%
E-scooters	No data	No data	153	n/a	n/a
Total Active Travel	**11,089**	**15,227**	**12,792**	**+15%**	**-16%**
Total Count	**198,992**	**218,120**	**200,429**	**+1%**	**-8%**

3.11.4 The total flow crossing the city boundary in 2023 was similar to the level observed in 2011. This is largely due to total flows decreasing by 8% from 2019 to 2023 – likely due to the lasting impacts of the pandemic. It's plausible that flows would have remained above 2011 levels had the pandemic not occurred.

3.11.5 This pattern is largely driven by the initial increase and subsequent reduction in cars which make up the largest proportion of flows crossing the city boundary. Motorcycles crossing the city boundary have reduced (-43% since 2011) and remain lower, despite motorcycle volumes inside the city (crossing the river) increasing significantly (+163% since 2011, see Table 5).

3.11.6 LGVs are the only mode that has increased crossing the city boundary since 2011 (particularly from 2019-2023), whilst HGV volumes have remained fairly stable. This may reflect the increase in online deliveries and supermarkets delivering online shopping in vans which increased in popularity during the pandemic and remains higher[6]. The increase in LGV flows since 2019 is also evident across the Market Towns (see 4.2.4).

[6] Internet sales as a percentage of total retail sales (ratio) (%) - Office for National Statistics

3.11.7 Both motorised and active flows crossing the city boundary reduced from 2019 to 2023 (likely due to the pandemic), but active flows remained 15% above 2011 levels whereas motorised flows are near 2011 levels.

3.11.8 Figure 15 indicates that, prior to the COVID-19 pandemic, a typical flow of motorised trips in and out of Cambridge was consistently just above 200,000 per day. This dropped markedly in Autumn 2020, when just 155,000 motorised trips were recorded. Since then, there has been a gradual recovery in motorised trips, with just under 188,000 recorded in Autumn 2023 which is almost identical to the number of motorised trips recorded in Autumn 2011.

3.11.9 Figure 16 presents the volume of pedal cycle and pedestrian trips observed crossing the city boundary during the survey every year since 2017, plus 2011 to assist with benchmarking. As the radial cordon survey captures movements crossing the city boundary, the count sites are located on the outskirts of the city, closer to the strategic road network (M11 and A14). As a result, relatively few active flows are detected. All of the flows captured begin or end their journey outside of the city and are therefore likely to be longer distance trips and less likely to be made by walking or cycling.

3.11.10 Before the pandemic (2018-2019), approximately 11,000 cycles per day crossed the city boundary but this had dropped to just under 8,000 cycles per day in Autumn 2020. This number has gradually recovered and was just over 9,400 cycles per day in Autumn 2023 – this is 9% higher than Autumn 2011 but is still 16% below Autumn 2019.

3.11.11 Prior to the pandemic, daily pedestrian trips crossing the Cambridge city boundary were consistently close to 4,000 per day. In Autumn 2023, just over 3,000 pedestrian trips were recorded – representing a 21% drop compared to Autumn 2019.

Figure 15: Motorised vehicle observations, Cambridge Radial Cordon

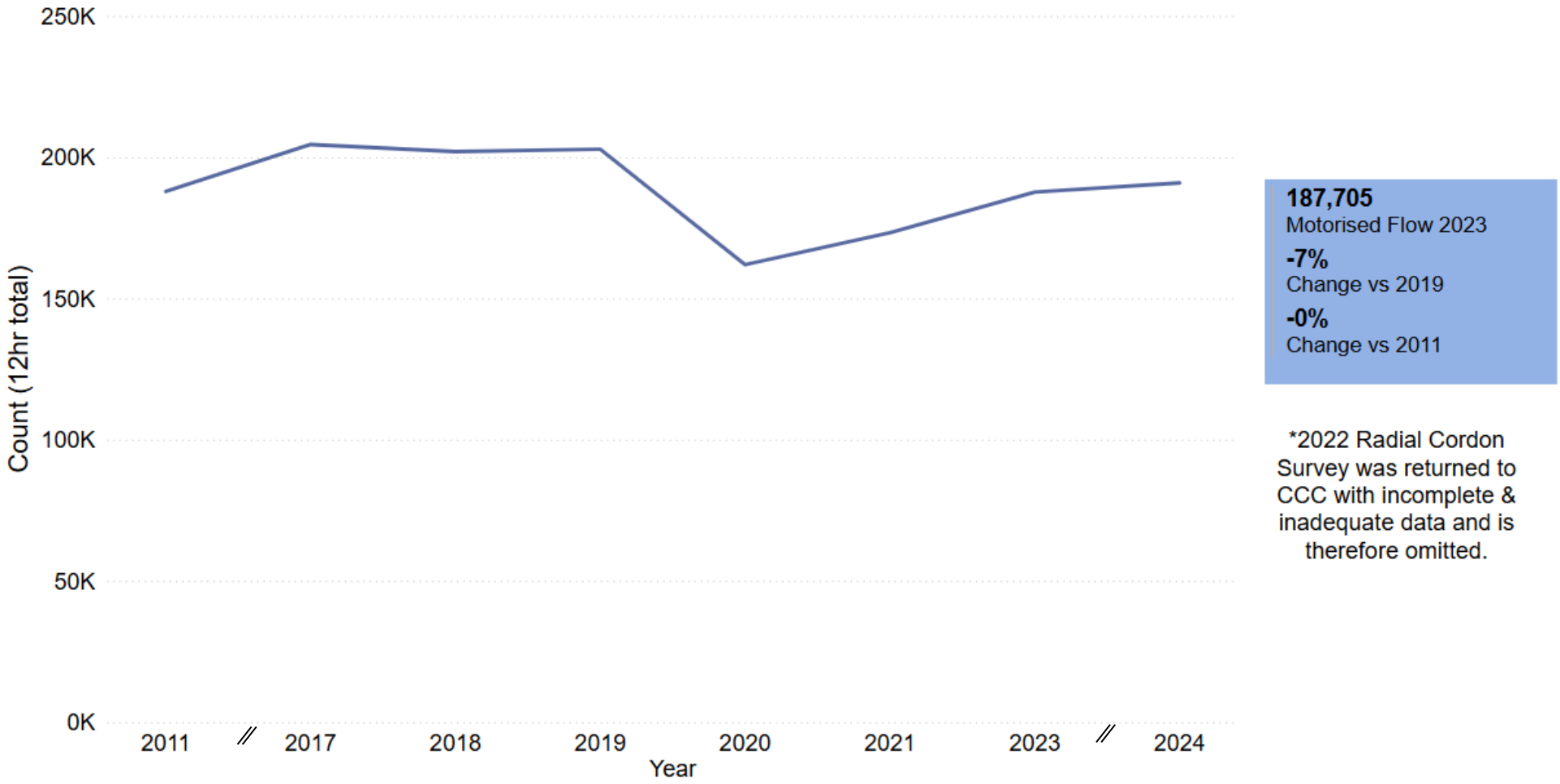
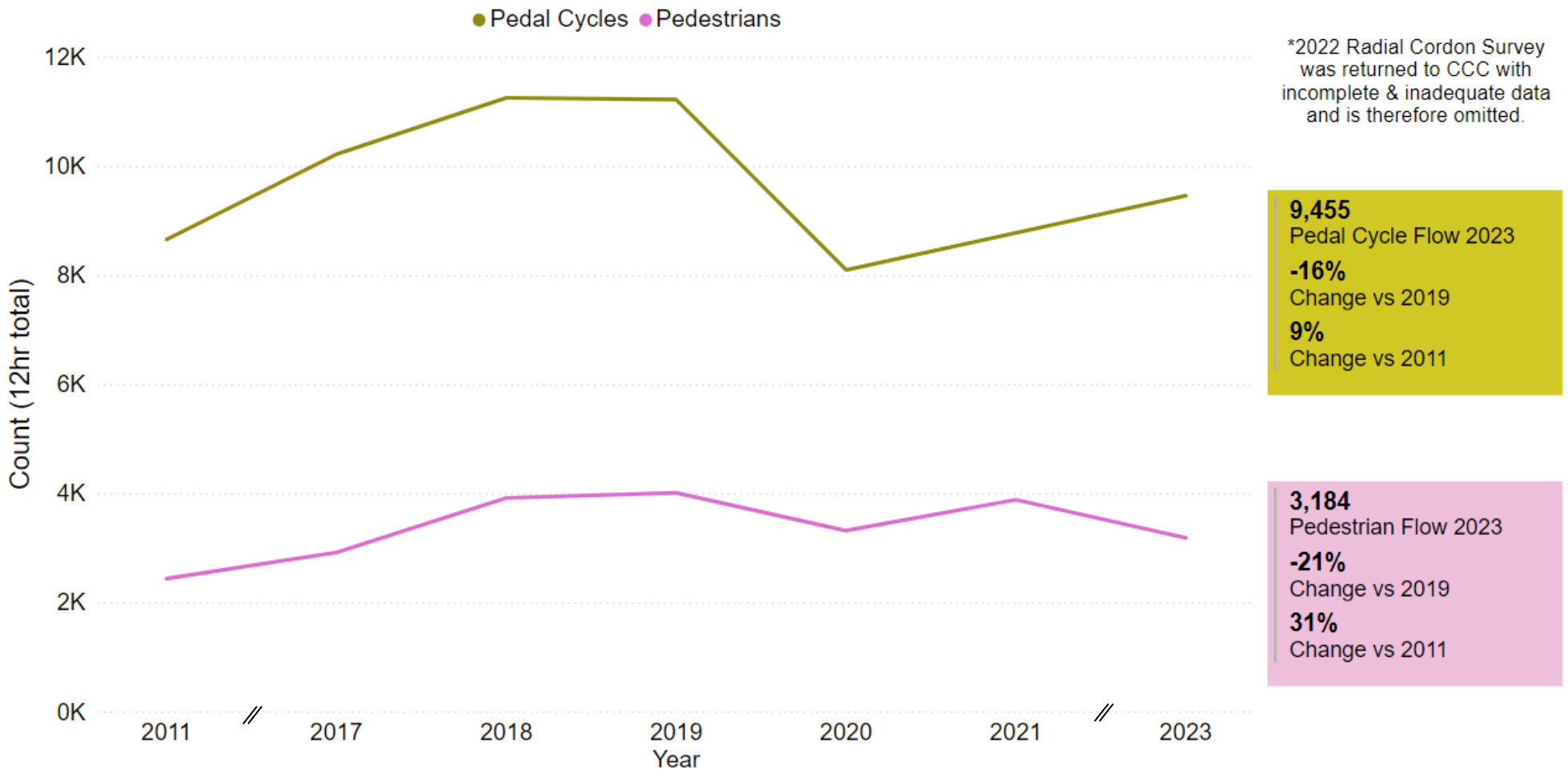


Figure 16: Pedal cycle and pedestrian observations, Cambridge Radial Cordon



3.12 Analysis by Time of Day

3.12.1 Table 11 presents the total number of motorised trips crossing the city boundary during the survey days in 2011, and from 2017-2023. Data for 2022 is not available as mentioned in section 1.3.12. Colour coding has been applied to allow the extent of the peak periods to be seen.

Table 11: Motorised vehicle flows crossing the city boundary by half-hour

	2011	2017	2018	2019	2020	2021	2023
07:00:00	7,291	9,193	9,416	9,086	6,991	7,510	8,670
07:30:00	10,677	11,180	10,761	10,755	8,831	9,678	10,204
08:00:00	11,335	10,905	10,678	10,349	8,261	9,494	9,765
08:30:00	10,445	10,667	10,509	10,299	7,786	9,001	9,710
09:00:00	8,472	9,708	9,304	9,513	6,563	7,396	8,857
09:30:00	7,119	7,846	7,460	8,012	5,813	6,178	7,208
10:00:00	5,769	6,767	6,402	6,723	5,464	5,568	6,320
10:30:00	5,705	6,409	6,296	6,369	5,444	5,554	5,899
11:00:00	5,586	6,226	6,004	6,211	5,438	5,598	5,879
11:30:00	5,573	6,465	6,269	6,432	5,519	5,683	5,988
12:00:00	6,216	6,546	6,619	6,704	5,954	5,859	6,340
12:30:00	5,664	6,761	6,652	6,989	5,994	6,126	6,341
13:00:00	6,828	6,925	6,725	6,800	5,827	5,755	6,462
13:30:00	6,409	6,727	6,765	6,646	5,914	5,823	6,172
14:00:00	6,574	6,804	6,948	6,970	5,876	6,091	6,511
14:30:00	6,808	7,383	7,336	7,291	6,481	6,466	7,029
15:00:00	6,964	7,701	7,781	8,125	7,317	7,038	7,639
15:30:00	8,113	8,909	9,034	9,205	7,811	8,111	8,541
16:00:00	9,278	10,378	10,354	10,187	8,860	9,312	9,576
16:30:00	9,993	10,690	10,675	10,764	8,377	9,275	9,684
17:00:00	11,112	11,287	11,116	11,126	8,483	9,417	10,074
17:30:00	10,523	11,249	10,907	10,923	7,526	8,810	9,765
18:00:00	8,817	9,989	10,102	9,757	6,480	7,743	8,511
18:30:00	6,632	7,823	7,908	7,657	4,948	5,806	6,560

Number of motor vehicles per half hour:

- Below 6,000
- 6,000 to 6,999
- 7,000 to 7,999
- 8,000 to 8,999
- 9,000 to 9,999
- 10,000 to 10,999
- 11,000 and above

3.12.2 The width of the morning peak period in 2011 (from 07:30 to 09:00) is notably narrower than the morning peaks observed more recently. Prior to the pandemic (2017-2019) the morning peak spanned from 07:00 to 09:30 which is an hour longer than in 2011. During the pandemic in 2020, flows peaked from 07:30 to 09:00 (similar to 2011) but at much lower volumes. Since then, flows have gradually increased both in terms of magnitude and the width of the morning peak period although they are yet to reach 2019 levels yet.

3.12.3 During the inter-peak period (from 10:00 to 15:00) flows across the seven years presented above have remained fairly stable with a small reduction observed during the pandemic but otherwise typically 5,000 to 6,000 vehicles crossed the city boundary per half hour.

3.12.4 The evening peak period is showing more signs of recovery than the morning peak. In 2011 the evening peak spanned 2-hours from 16:00 to 18:00 which had increased to 3 hours before the pandemic (2018-2019). During the pandemic, the magnitude and width of the evening peak reduced significantly but by 2021 it had partially recovered to 1.5 hours in width (from 16:00 to 17:30). By 2023 the PM peak period was 2 hours in length (from 16:00 to 18:00) and similar to the pattern in 2011.

3.12.5 Figure 17 presents motorised trips crossing the Cambridge city boundary by time-of-day for Autumn 2011, 2019 and 2023. Data from all three years show relatively similar motorised flow profiles, with an early morning peak followed by a drop-off during the middle of the day before building to an evening peak.

3.12.6 In 2023, vehicles crossing the city boundary reach their morning peak from 07:30-08:30. The same was true in 2019, albeit with a slightly higher volume of vehicles. In contrast, peak flows in 2011 were observed from 08:00-08:30 and were higher still.

3.12.7 In the evening, vehicles reached their peak from 17:00-17:30 in all 3 years but with volumes notably lower in 2023. The width of the PM peak is much narrower in 2011 which suggests that peak spreading (widening of the peak period across a longer period of time) occurred in 2019 and 2023.

3.12.8 Figure 18 presents the volume of active flows (walking and cycling) crossing the Cambridge city boundary by time-of-day for the surveys undertaken in Autumn 2011, 2019 and 2023.

3.12.9 All three years show relatively similar half-hourly flow profiles for active flows – albeit with 2019 consistently higher than 2011 and 2023. The morning peak flow is consistently observed from 08:30 to 09:00 across all three years – with 2023 peak active volumes (1,300) just below those recorded in 2019 (1,400), but ahead of 2011 (1,100).

3.12.10 The evening peak flow is consistently observed from 17:30 to 18:00 across all three years. The active mode evening peak period is notably wider than the morning peak and starts to build from 15:00 before peaking from 17:30 to 18:00. The evening peak flow in 2019 is just over 1,000 active trips per half hour, whilst the peak flow in 2011 and 2023 is lower (800 trips per half hour).

Figure 17: Motorised Cambridge Cordon Crossings by Time of Day

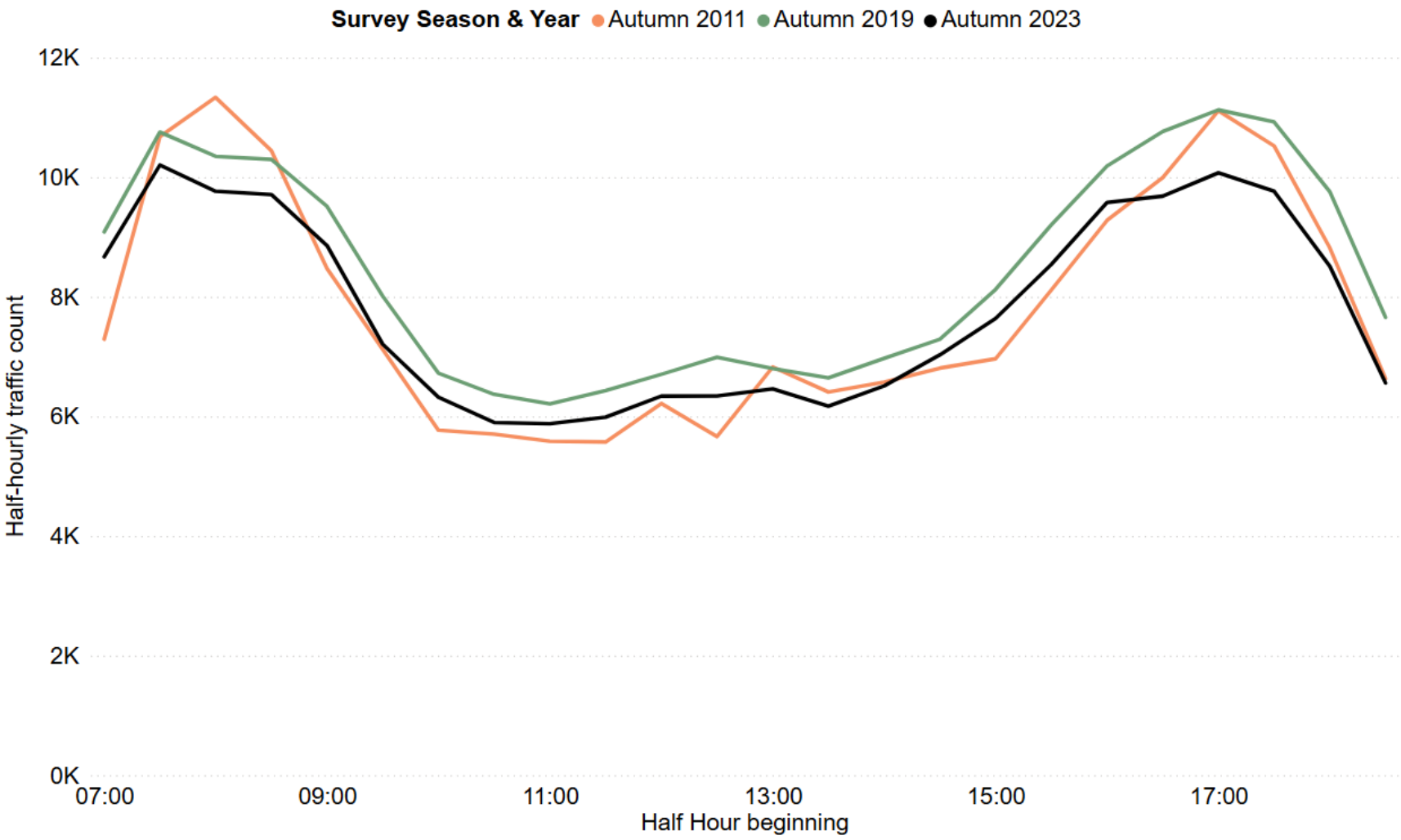
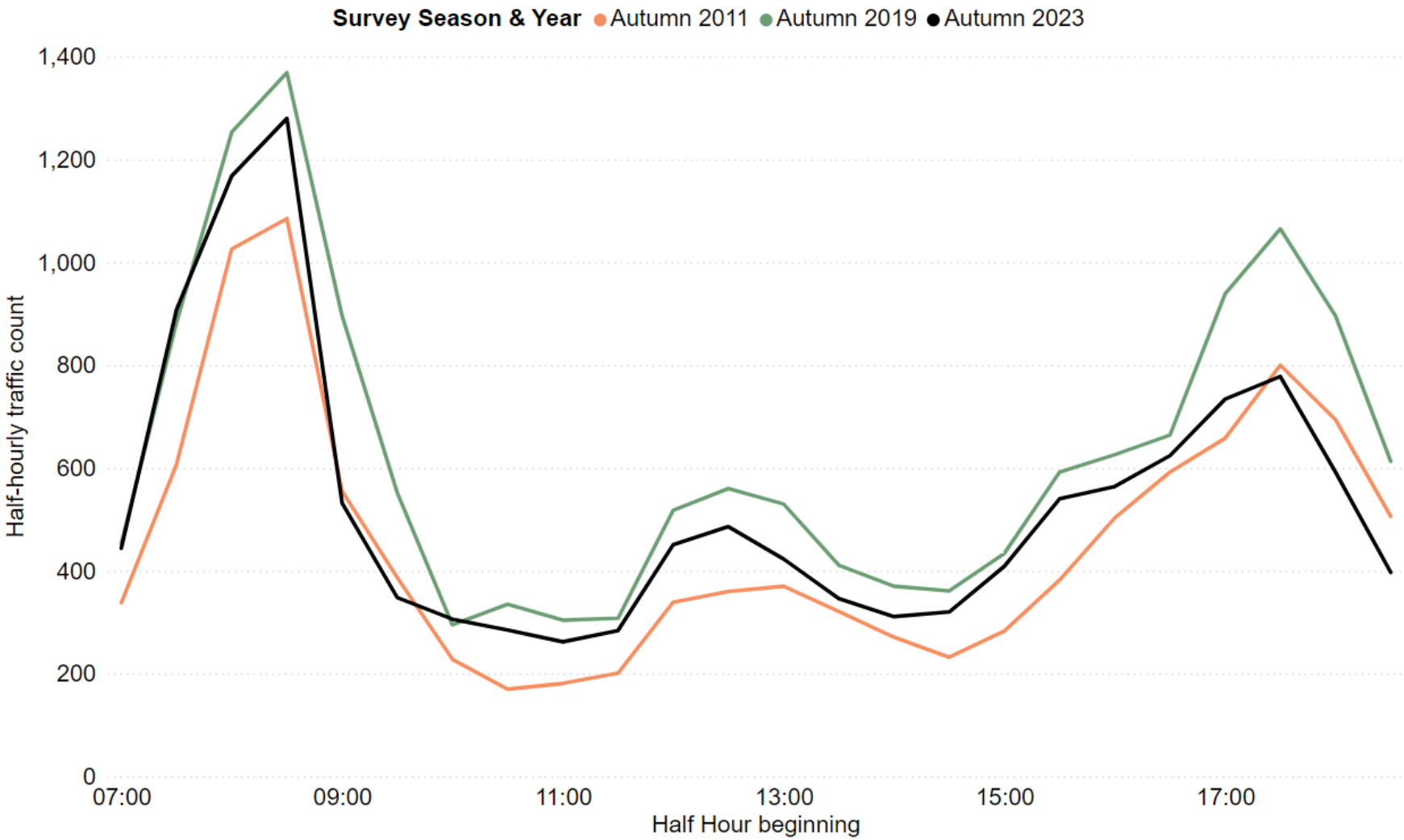


Figure 18: Active Cambridge Cordon Crossings by Time of Day.



3.13 Analysis by Location

3.13.1 Table 12 presents the 2019 and 2023 total flow (all modes) observed at each of the sites that make up the Cambridge city boundary. A comparison of the 2019 and 2023 flow is provided to help to determine whether each of the respective routes in and out of the city are equally recovered, or whether the level of recovery varies by location.

Table 12: Total flow crossing the Cambridge city boundary by location

Site Location	Type	Total Flow 2019	Total Flow 2023	% change 2019 to 2023
CARA01 Histon Road	Road	22,719	23,313	+3%
CARA02 Milton Road	Road	26,337	23,000	-13%
CARA03 Horningsea Road	Road	14,890	14,927	0%
CARA04 Newmarket Road	Road	21,742	20,779	-4%
CARA05 High Street, Teversham	Road	2,727	2,446	-10%
CARA06 Cambridge Road, Cherry Hinton	Road	10,388	8,640	-17%
CARA07a Wort's Causeway	Road	1,505	975	-35%
CARA08a Limekiln Road	Road	5,698	5,219	-8%
CARA09a Babraham Road	Road	11,677	8,494	-27%
CARA P&Ra Babraham P&R access	Road	3,106	1,479	-52%
CARA10 Granham's Road	Road	3,103	3,154	+2%
CARA11 Shelford Road	Road	11,765	10,356	-12%
CARA12 Hauxton Road	Road	28,930	27,468	-5%
CARA13 Coton Road	Road	3,098	3,974	+28%
CARA14 Barton Road	Road	12,491	11,004	-12%
CARA15 Madingley Road	Road	16,428	13,807	-16%
CARA16 Huntingdon Road	Road	6,903	8,607	+25%
CARA17 Girton Road	Road	6,254	5,394	-14%
CARA18 Guided Busway North	B'way	1,729	1,644	-5%
CARA20 Fulbourn Old Drift	Path	16	573	See 3.9.5
CARA21/28 River Cam Tow Path	Path	720	721	0%
CARA23 Coton Footpath	Path	561	382	-32%
CARA24 Grantchester Meadows Footpath	Path	1,114	744	-33%
CARA26 Jane Coston Bridge	Path	2,542	1,869	-26%
CARA27 Great Shelford to Addenbrookes	Path	1,677	1,320	-21%
CARA29 M11 footbridge, Trumpington Meadows	Path	No data	208	See 3.9.5
Total		**218,120**	**200,497**	**-8%**

3.13.2 The percentage changes displayed in Table 12 are also shown in map format in Figure 19. The size of the circles on the map indicate the scale of flows observed in 2023 whilst the colour of the circle indicates the percentage change from 2019 to 2023 – blue tones are below 2019, red tones are above 2019 and grey tones indicate that the 2023 flow is similar to 2019.

3.13.3 The two locations that saw the largest increase in traffic volume between 2019 and 2023 are both located to the west of the city:

- Coton Road (CARA13): crosses into the city via Grantchester (+28% growth since 2019) though this may have been the result of roadworks on the A603 encouraging people to avoid this route; and
- Huntingdon Road (CARA16): provides a route into Cambridge from the west (25% growth since 2019). New housing to the west of Cambridge (e.g. Eddington, Darwin Green, Northstowe and Cambourne) may be contributing to increased flows here, alongside the opening of the upgraded A14 in 2020.

3.13.4 The locations that saw the largest decreases in traffic volume from 2019 to 2023 were both towards the east of the city:

- Babraham Road (27% reduction since 2019); and
- Cambridge Road, Cherry Hinton (17% reduction since 2019).

3.13.5 The three busiest routes in and out of Cambridge by total flow (all modes) each show quite different trends from 2019 to 2023:

- CARA01 (Histon Road), in the northern part of the city, recorded 23.3k crossings in 2023, which is an increase of 3% compared to 2019 (22.7k).
- Nearby CARA02 (Milton Road) recorded 23.0k crossings in 2023, which represented a 13% decrease compared to 2019 (26.3k).

a) CARA12 (Hauxton Road), to the south-west of the city, saw 27.4k crossings in 2023, representing a 5% decrease compared to 2019 (28.9k).

3.13.6 The difference in trends on Histon Road and neighbouring Milton Road could be attributed to roadworks taking place on Milton Road during the 2023 survey period which may be resulting in drivers seeking alternative routes in and out of Cambridge during this period of disruption. Histon Road and Horningsea Road are the next closest routes into Cambridge and both of these routes experienced a small increase in flows.

3.13.7 Analysis of Park & Ride passenger numbers in 2023 also indicates that Milton Road may have been impacted by the ongoing roadworks (see section 6.3.4). Patronage at the Milton Park & Ride site (located just north of Milton Road) was the least recovered of the five Cambridge P&R sites at the end of 2023.

3.14 Performance against targets

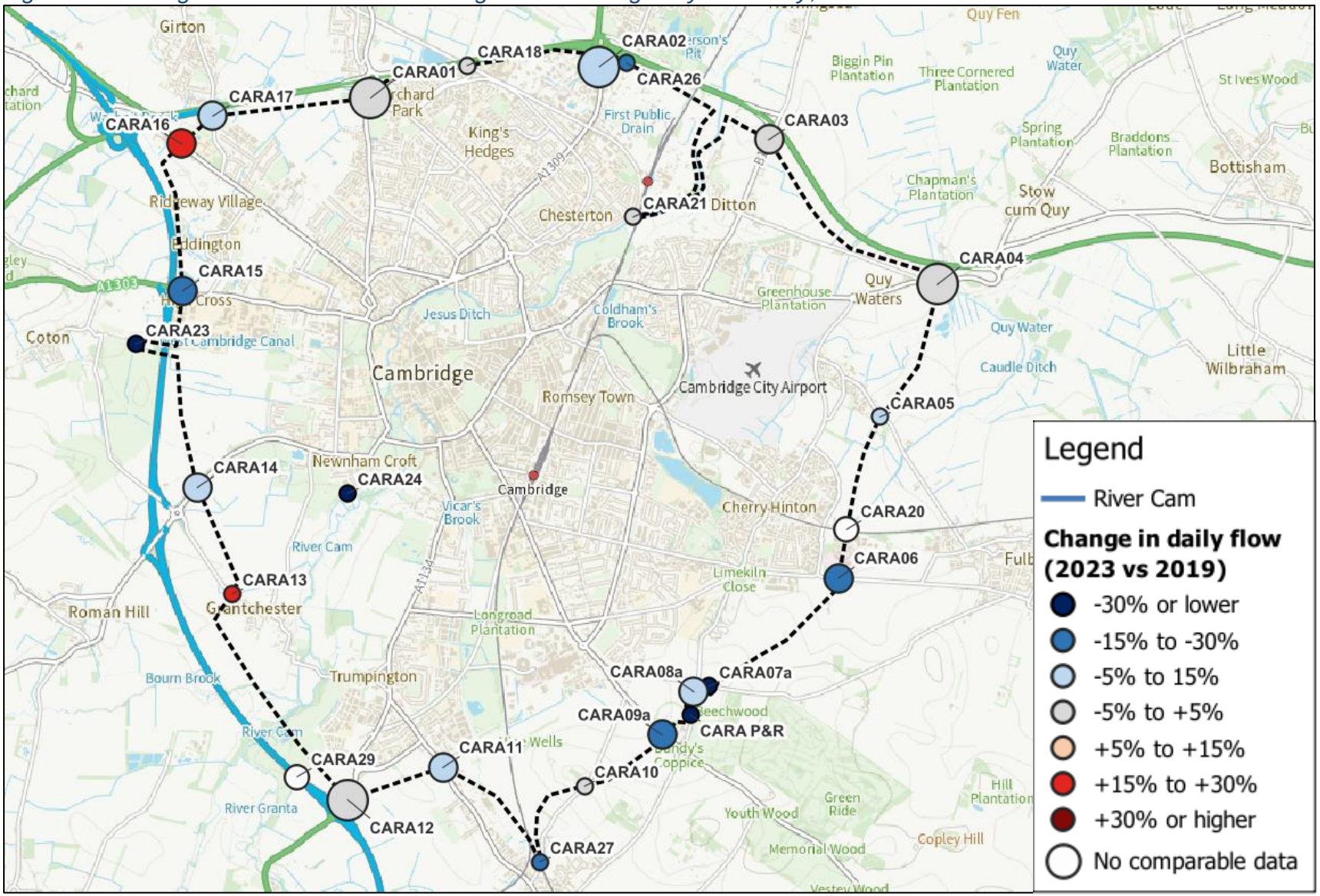
3.14.1 The Local Transport and Connectivity Plan (LTCP) aims to reduce traffic levels in and around Cambridge city by 10-15% compared to 2011.

3.14.2 The 2023 Cambridge Radial survey captured a total of 187,637 motorised vehicles crossing the city boundary during the 12-hour survey. This is almost identical to the total captured in 2011 (187,903).

3.14.3 The cordon totals indicate that motorised vehicles entering or exiting Cambridge city have not reduced over this period. However, in light of the high level of local population and business growth that has taken place in Cambridge since 2011-12 (+18% and +29% respectively - see 2.3.2), it is encouraging that motorised volumes crossing the city boundary have not exceeded 2011 levels.

3.14.4 The LTCP also sets a target for half of all journeys within our towns and cities to be walked, wheeled or cycled by 2030. As this target specifically refers to journeys within towns and cities, it is more appropriate to use the River Cam Screenline data to monitor progress against this target (see section 3.8) than the Radial Cordon. The Radial Cordon data suggests that approximately 6% of flows crossing the city boundary are active travel which is significantly lower than the 55% recorded crossing the River Cam. The difference in vehicle types being used in central Cambridge and outer Cambridge is likely to be due to the nature of trips being counted in each location – trips crossing the city boundary will begin/end outside of the city and are therefore more likely to be longer distance trips which may not be feasible to make using active travel modes. As this target is intended for trips within urban areas, it is arguably more appropriate to monitor it using River Cam crossings than city boundary crossings.

Figure 19: Change in flows on route crossing the Cambridge city boundary, 2023 vs 2019:



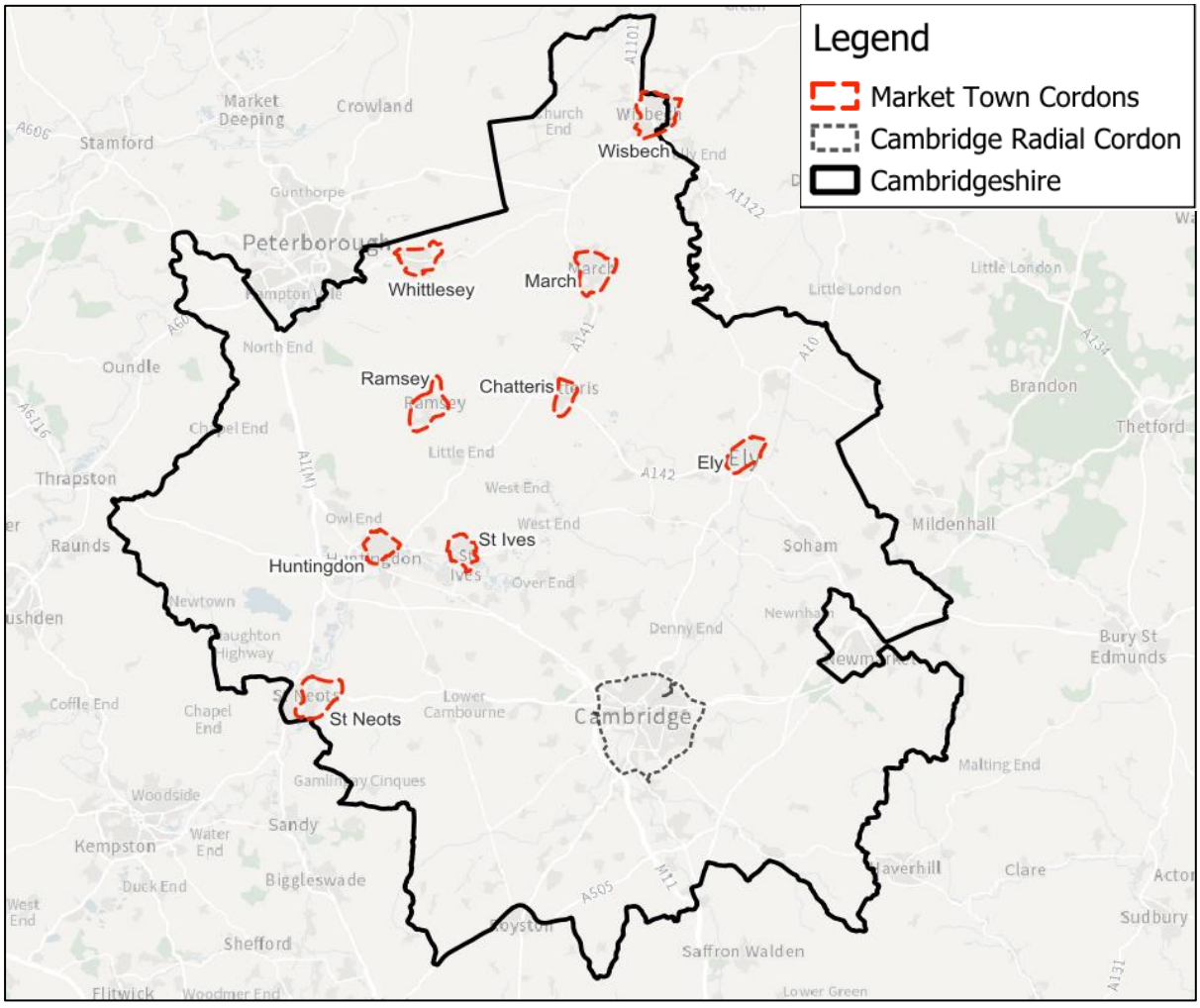
4 MARKET TOWNS

4.1 Market Town Survey

4.1.1 The Market Town survey is undertaken in the autumn each year and monitors the number of motorised vehicles, pedal cycles and pedestrians entering and exiting each of the market towns. The surveys are conducted from 7am to 7pm on a neutral weekday.

4.1.2 The Market Town survey captures flows entering and exiting nine major settlements across Cambridgeshire: St Neots, Huntingdon, St Ives, Wisbech, March, Ely, Chatteris, Ramsey and Whittlesey, as shown in Figure 20.

Figure 20: Market town traffic monitoring cordons



4.1.3 The survey is intended to capture the total flow entering and exiting each of the towns. This is achieved by creating a cordon around each town and monitoring all of the roads and paths that cross this cordon. The cordons are outlined in red in Figure 20. The count sites are located around each cordon and are therefore located on the outskirts of each town.

4.1.4 Data has been collected in this way over many years to allow trends to be monitored. It is recognised that there are some limitations in terms of collecting a single day of data because traffic flows naturally fluctuate day-to-day. The data collected is

therefore only intended to provide an indication of trends over time rather than providing precise monitoring.

4.1.5 In 2023, the Market Town surveys were conducted on Wednesday 1st November. Some sites were re-surveyed on Wednesday 15th November due to camera faults or camera equipment being tampered with. All dates surveyed in 2023 are considered to be neutral days (see section 9.2).

4.1.6 Many of the sites surveyed are roads where all modes of transport are present, whilst some are footways or cycleways that only facilitate active modes. The survey sites have been adapted over time to retain the integrity of the cordons by making sure all possible routes in and out of the town are captured. More details on changes in specific towns can be found in the sections below. Section 4.2 provides a high-level summary and comparison of each settlement whilst sections 4.2 to 4.11 analyse each settlement respectively.

4.2 Overall Analysis: All Market Towns

4.2.1 The Market Town survey takes place across nine major settlements in Cambridgeshire as shown in Figure 20. Table 13 presents the total flows observed crossing all nine of the cordons (the sum of flows entering and exiting all 9 settlements) for 2011, 2019 and 2023. In 2023, just under 403,000 motorised vehicles, pedal cycles and pedestrians were counted entering or leaving the nine Market Towns. This represents an 8% decrease from 2019, suggesting overall flows have not recovered fully since the pandemic. The total flow also represents a 5% increase from 2011 which indicates longer-term growth despite the more recent impacts of the pandemic.

Table 13: Flows counted entering or exiting all nine market towns by mode.

Mode of transport	2011	2019	2023	% change 2011 to 2023	% change 2019 to 2023
Car	304,611	350,191	318,534	+5%	-9%
Motorcycles	2,091	1,961	1,346	-36%	-31%
LGV	49,186	48,081	54,466	+11%	+13%
Bus	3,444	2,280	2,024	-41%	-11%
HGV	10,583	13,371	9,089	-14%	-32%
Total Motor Vehicles	**369,915**	**415,884**	**385,459**	**+4%**	**-7%**
Pedal Cycles	5,274	5,812	4,749	-10%	-18%
Pedestrians	9,292	13,921	12,491	+34%	-10%
E-scooters	-	-	107	n/a	n/a
Total Active Travel	**14,566**	**19,733**	**17,347**	**+19%**	**-12%**
Total Count	**384,481**	**435,617**	**402,806**	**+5%**	**-8%**

E-scooters included in surveys from 2021 onwards. See 1.3.11)

Analysis by Mode

4.2.2 Active flows (pedal cycles, pedestrians and e-scooters) were recorded at just over 17,000 in 2023 which is a 12% decrease from 2019, but a 19% increase longer term from 2011. The increase in active travel counts since 2011 has been driven by an increase in pedestrians (+34%) whilst pedal cycle flows have reduced (-10%).

4.2.3 Motorised flows (cars, motorcycles, LGVs, HGVs and buses) were recorded at just over 385,000 which is a 7% decrease from 2019, but a 4% increase from 2011. This also suggests longer-term growth despite a reduction during the pandemic. Cars dominate the flows recorded crossing the market town cordons and consistently represent approximately 80% of the total flow in 2011, 2019 and 2023.

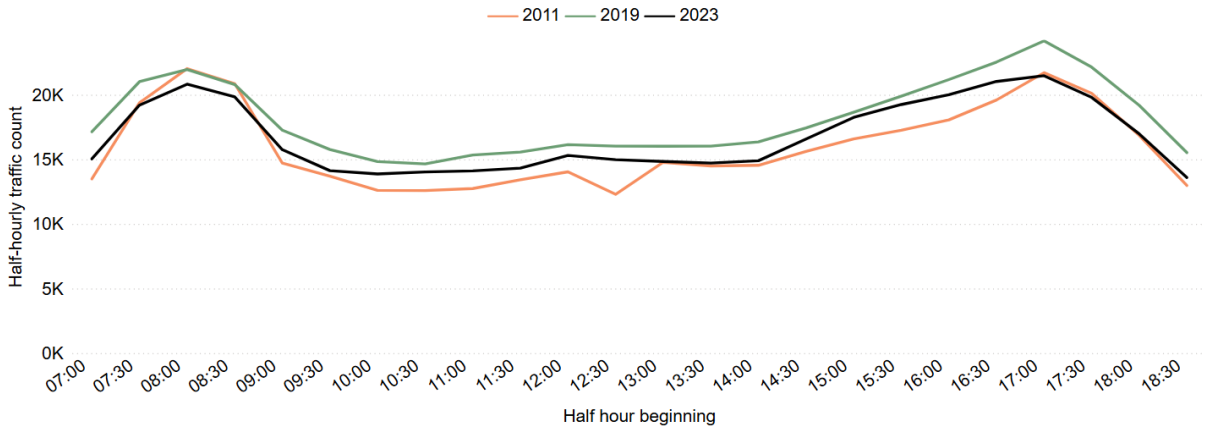
4.2.4 LGVs are the only individual mode of transport to see an increase in flows more recently, increasing by 13% from 2019 to 2023. This mirrors the pattern seen crossing the Cambridge Radial cordon (see Table 9). The increased prevalence of LGVs may be explained by the increased popularity of online shopping and van-based deliveries, encouraged due to lockdown conditions during the pandemic[7]. There is no indication of reduced LGV volumes following the end of the pandemic which suggests that the increased prevalence of vans and online shopping has continued.

Analysis by Time of Day

4.2.5 Figure 21 presents the total flow recorded entering/exiting all nine of the market towns by time of day. It demonstrates the presence of the typical morning and evening peaks in all three years although volumes recorded in 2023 are below 2019 levels in every half hour period of the day, and particularly during the evening peak (from 17:00).

4.2.6 The morning peak has reduced in magnitude more recently compared to both 2011 and 2019 whilst the evening peak remains similar in magnitude to 2011 and lower than in 2019. Despite this, the extent (width) of the evening peak is now wider in 2023 than it was in 2011 which may suggest that peak spreading (the phenomenon of peak periods extending, often due to network capacity pressures) has resumed, albeit at a lower level than in 2019.

Figure 21: The flow profile of traffic counts across all Market Towns.



Analysis by Location

4.2.7 The Market Town cordon data represents trips that begin or end outside of each settlement and the flows captured are therefore more likely to represent longer-distance trips than a town centre survey. This should be kept in mind when viewing the vehicle types recorded. As found in Cambridge, data collected on the outskirts of a settlement is likely to capture fewer pedestrians and cyclists who typically make shorter distance trips.

4.2.8 Table 14 presents the vehicle type split recorded entering/exiting each of the market towns in 2023 (i.e. flows recorded on the outskirts of the settlement). It demonstrates that on the outskirts, motor vehicles are the most dominant mode across all settlements. Ramsey recorded the highest motor vehicle proportion (100%), whilst Ely has the lowest proportion (93%). Cars make up the vast majority of motorised flows

[7] Internet sales as a percentage of total retail sales (ratio) (%) - Office for National Statistics

entering/exiting each town with Ramsey seeing the highest proportion (81%) and Whittlesey the lowest (76%).

Table 14: Proportion of vehicle types entering/exiting each settlement, 2023.

Settlement	Motor-cycles	Car	LGV	HGV	Bus	Motor Vehs	Pedal Cycle	Peds	Active Travel
Chatteris	<1%	80%	15%	2%	1%	**98%**	<1%	2%	**2%**
Ely	<1%	79%	12%	2%	<1%	**93%**	2%	5%	**7%***
Huntingdon	<1%	80%	12%	1%	1%	**94%**	2%	4%	**6%**
March	<1%	79%	14%	1%	<1%	**96%**	1%	3%	**4%**
Ramsey	<1%	81%	16%	2%	1%	**100%**	<1%	<1%	**<1%**
St Ives	<1%	78%	12%	2%	1%	**94%**	2%	5%	**6%**
St Neots	<1%	80%	13%	1%	<1%	**95%**	1%	4%	**5%**
Whittlesey	<1%	76%	17%	5%	<1%	**98%**	1%	1%	**2%**
Wisbech	<1%	79%	15%	4%	<1%	**99%**	<1%	1%	**1%**
ALL TOWNS	**<1%**	**79%**	**14%**	**2%**	**1%**	**96%**	**1%**	**3%**	**4%**
Cambridge	1%	78%	12%	2%	1%	**94%**	5%	2%	**6%**

4.2.9 LGV volumes account for 12-17% of total counts across the towns. This is similar to the proportion recorded in the Cambridge Radial survey, with LGV volumes accounting for 12% of movements in and out of Cambridge.

4.2.10 HGV volumes vary by town and represent 2% overall. Whittlesey and Wisbech see a slightly larger proportion of HGVs at 5% and 4% respectively. This could be reflective of the more industrial nature of these areas, with both towns having large industrial areas, and Wisbech being home to the Port of Wisbech, an inland industrial port on the River Nene.

4.2.11 Active travel flows account for less than 8% of the flows entering and exiting the Market Towns overall, ranging from 7% in Ely to <1% in Ramsey. The higher proportion of active trips recorded entering/exiting Ely* is predominantly due to the way the Ely cordon has been defined (see Figure 25). On Station Road, the Ely cordon boundary is positioned between Ely centre and Ely railway station in a location where higher numbers of short distance active trips (from home to the railway station) are likely to be captured. Based on the Census data (see Table 18), active travel trips are reasonably popular in Ely but commutes are more likely to be made by public transport (e.g. rail) which the market town survey (a road/path survey) will not capture. It's therefore important to consider both sources of data to estimate the overall mode split for each settlement.

4.2.12 In the market towns, pedestrians (3% overall) represent a higher proportion of flows than pedal cycles (1% overall). In Cambridge, the volumes are a little higher with pedal cycles making up 5% of flows entering and leaving the city and pedestrians making up 2%. This aligns with the Department for Transport walking and cycling statistics which suggest that cycling is more frequent in Cambridge and South Cambridgeshire compared to the other districts of Cambridgeshire which is where the nine market towns are all located.

4.2.13 Buses account for 1% or less of total vehicle counts in all of the Market Towns, although it is important to note the surveys count vehicles and not people so they provide a vehicle split and not a person mode split.

4.2.14 To provide an indication of mode split for both shorter and longer distance commuter trips entering, exiting and travelling within each settlement, the Office for National Statistics Census travel to work data has also been analysed. Due to limitations with

the 2021 data as a result of the 2021 Census taking place during lockdown conditions, data from the 2011 Census has been used as an indication of commuter mode split across the different settlements. Whilst the overall number of commuters captured by the 2021 Census are lower than in 2011, the mode share proportions captured are relatively similar. The annual survey data also suggests that overall traffic flows in 2023 are not dissimilar to those observed in 2011 (within 1% in Cambridge and within 5% for the market town settlements combined). The 2011 Census data is therefore considered to provide a reasonable indication of mode choice in 2023 and a better indication in terms of public transport use. See Appendix 9.4 for more detail.

4.2.15 The 2011 Census travel to work data confirms that commuters in most settlements outside of Cambridge predominantly commute by motor vehicle (car, van or motorcycle) – this varies from 67-68% in Huntingdon and Ely up to 86-87% in Chatteris and Ramsey. Notably, the settlements with higher proportions of public transport commuting (see Table 15) are those that are served by high-quality public transport (a railway station with frequent services or the guided busway in the case of St Ives). Those settlements that no longer have a railway station (Chatteris, Ramsey and Wisbech) or those that are served by less frequent rail services with less choice of destination (e.g. Whittlesey and March) have much lower levels of public transport mode share.

Table 15: Commuter Mode Share, Census 2011 – sorted by popularity of public transport.

Settlement	High quality public transport* available?	Residents: Commuter Mode Share, 2011		
		Public transport**	Active travel	Motor vehicle
Ely	Yes - London to Cambridge line (10-20 minutes between trains)	16%	16%	68%
Cambridge	Yes - London to Cambridge line (10-minutes between trains)	12%	49%	38%
St Neots	Yes - London to Peterborough line (10-20 minutes between trains)	9%	19%	72%
Huntingdon	Yes - London to Peterborough line (10-20 minutes between trains)	8%	25%	67%
St Ives	Yes - Guided busway (10-minutes between buses)	7%	16%	77%
Whittlesey	No - Ely to Peterborough line (20-90 minutes between trains)	6%	12%	82%
March	No - Ely to Peterborough line (20-60 minutes between trains)	4%	19%	76%
Ramsey	No – railway station closed	4%	9%	87%
Chatteris	No – railway station closed	4%	10%	86%
Wisbech	No – railway station closed	3%	25%	72%

**High quality public transport (HQPT) typically refers to a system that provides high levels of speed, reliability and capacity, enabling quick, frequent and reliable journeys that is more likely to compete with private car use.*

***A small number of respondents (0.2% of commuters) stated that their main mode of travel to workplaces in Cambridgeshire was by underground, metro, light rail or tram. These modes are not available in Cambridgeshire, so these responses are presumed to be erroneous and are not included in the public transport percentage which includes bus and train only.*

4.2.16 The settlements with residents using higher proportions of active travel for commuting (see Table 16 and Table 17) are typically those that:

a) are employment centres, meaning those that live there are more likely to work there and therefore live closer to work (e.g. Cambridge, Huntingdon and Wisbech);

b) have larger populations within 5km of the centre, meaning more people live within walking / cycling distance; or

c) have lower levels of car ownership, meaning motor vehicle use is less likely to be an option (e.g. Cambridge, Wisbech and Huntingdon).

Table 16: Commuter Mode Share, Census 2011 – sorted by popularity of active travel.

Settlement	Population living within a 5km cycle of centre*	No. workers**	Residents: Commuter Mode Share, 2011		
			Public transport %	Active %	Motor vehicle %
Cambridge	144,949	118K	12%	49%	38%
Huntingdon	38,813	20K	8%	25%	67%
Wisbech	35,020	16K	3%	25%	72%
St Neots	38,652	6K	9%	19%	72%
March	25,333	9K	4%	19%	76%
Ely	25,307	12K	16%	16%	68%
St Ives	29,802	8K	7%	16%	77%
Whittlesey	16,445	4K	6%	12%	82%
Chatteris	11,206	3K	4%	10%	86%
Ramsey	10,436	4K	4%	9%	87%

*Approximated using the Open Route Service cycling isochrone tool, 2011. **Estimated from the Business Register and Employment Survey 2023.

Table 17: Commuter Mode Share compared to internal commuting proportions, Census 2011 – sorted by popularity of active travel.

Settlement	% residents that both live and work here* (internal commuters)	Residents: Commuter Mode Share, 2011		
		Public transport	Active travel	Motor vehicle
Cambridge	68%	12%	49%	38%
Huntingdon	42%	8%	25%	67%
Wisbech	54%	3%	25%	72%
St Neots	25%	9%	19%	72%
March	47%	4%	19%	76%
Ely	31%	16%	16%	68%
St Ives	28%	7%	16%	77%
Whittlesey	19%	6%	12%	82%
Chatteris	23%	4%	10%	86%
Ramsey	20%	4%	9%	87%

*Estimated based on Census 2011 origin-destination data (WU01EW)

Market Towns: Performance Against Targets

4.2.17 Since 2019, the Market Towns have seen a decrease in motorised vehicle flows of 7%. This suggests travel by these modes has not recovered to pre-pandemic volumes, perhaps due to behaviour changes which have been sustained such as hybrid working. This recent decreasing trend in motorised vehicle volumes will support the Council to achieve its net zero carbon ambition by 2045 (CCC Strategic Ambition #1). An increase in LGVs (+11% from 2011) could, debatably, be a positive outcome if the majority of these LGVs are delivering to homes and cutting down car trips but it's difficult to determine the journey purpose of these LGVs. A decrease in buses (-41% from 2011), could be a sign of reduced leisure/tourism trips (coaches) alongside fewer bus services.

4.2.18 The Cambridgeshire Local Cycling and Walking Infrastructure Plan (LCWIP) and Cambridgeshire County Council Active Travel Strategy both aim to facilitate and encourage active travel. Across the Market Towns, active travel has seen a 19% increase since 2011 but a 12% decrease since 2019. This suggests that, similarly to motorised transport, active travel has not recovered to pre-pandemic volumes. However, active travel trends must be understood within the context that the Market Town surveys are a cordon survey, capturing traffic entering and exiting the towns (likely longer journeys less suited to active modes), rather than capturing traffic travelling within the towns (i.e. shorter distance journeys more suited to active modes).

4.3 Chatteris

4.3.1 Chatteris is a town in southern Fenland, located centrally within Cambridgeshire. It has a resident population of approximately 14 thousand people (2022)[8] and is a workplace for approximately 3 thousand employees (2023)[9]. In 2011, approximately 64% of people working in Chatteris were found to live outside of Chatteris in places like Peterborough, Wimblington, Huntingdon, St Ives, March and Wisbech. This indicates a relatively low travel demand to enter the town for work purposes.

4.3.2 Chatteris is situated where the A141 and A142 meet, and it therefore benefits from direct road links to Huntingdon, March and Ely. Chatteris does not have a railway station or a bus station, but it does have bus services to both Huntingdon and March.

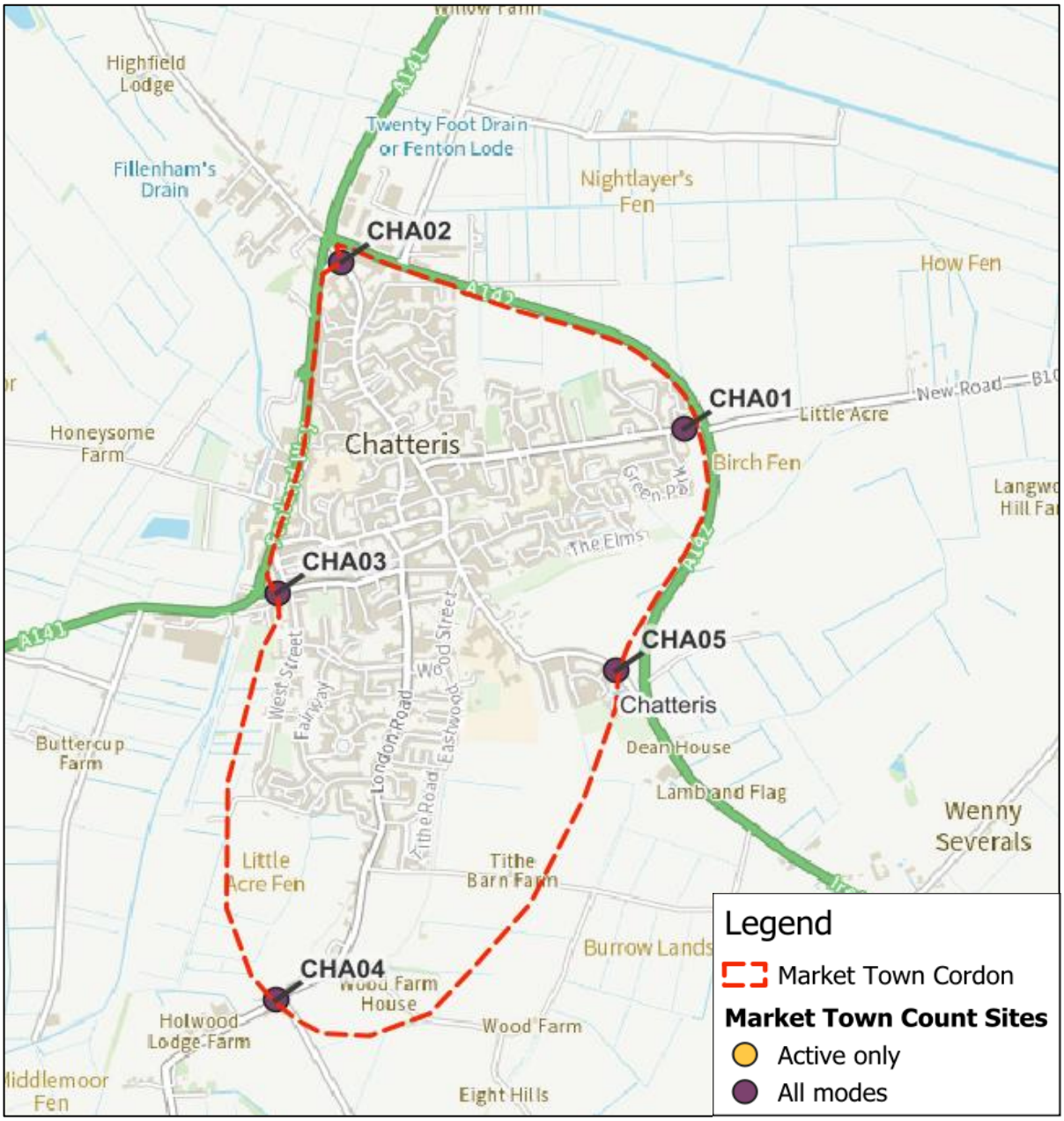
4.3.3 In 2011, approximately 77% of working Chatteris residents commute to jobs outside of Chatteris. Based on the DataShine Commute tool (2011 Census data), Chatteris residents predominately commute by car to a variety of workplaces with Chatteris, March, Ely, Huntingdon, Cambridge, Peterborough and Wisbech being most popular. Commutes by public transport are not very common but where they do occur they are typically by bus to March, Ely and Cambridge. Chatteris does not have a railway station or guided busway so high quality public transport services are not available - this may explain why public transport isn't more popular. Active travel commutes are also not very common but where they do occur they are shorter distance and take place within Chatteris.

4.3.4 To capture trips entering and exiting Chatteris, the town cordon is made up of 5 survey sites on routes that provide access to the town centre, as shown in Figure 22.

[8] Cambridgeshire County Council mid-2022 population estimate. Source: Cambridgeshire & Peterborough Insight – Population – Local Population Estimates and Forecasts

[9] Estimated from the Business Register and Employment Survey 2023.

Figure 22: Chatteris Cordon Survey Locations 2023 (interactive map available)



Site No.	Road name	Location Description	Mode
CHA01	New Road	On New Road near Isle of Ely Way (A142)	All modes
CHA02	High Street	Outside Applegreen Bridge Street services	All modes
CHA03	Huntingdon Road	Huntingdon Road / Fenland Way	All modes
CHA04	London Road	London Road / Stocking Drove	All modes
CHA05	Wenny Road	Wenny Road / Cricketers Way	All modes

Analysis by Mode

4.3.5 Table 18 shows traffic counts in Chatteris by mode for 2011, 2019 and 2023. In 2023, just over 21,000 motorised vehicles, pedal cycles and pedestrians were counted entering or leaving Chatteris. This is a 2% decrease from the 2019 total but a 19% increase from the 2011 total of nearly 18,000.

Table 18: Flows counted entering and exiting Chatteris by mode.

Mode of transport	2011	2019	2023	% change 2011 to 2023	% change 2019 to 2023
Car	13,969	17,851	16,897	+21%	-5%
Motorcycles	110	96	53	-52%	-45%
LGV	2,789	2,711	3,244	+16%	+20%
Bus	223	112	130	-42%	+16%
HGV	433	547	340	-21%	-38%
Total Motor Vehicles	**17,524**	**21,317**	**20,664**	**+18%**	**-3%**
Pedal Cycles	55	32	42	-24%	+31%
Pedestrians	141	240	354	+151%	+48%
E-scooters	-	-	1	n/a	n/a
Total Active Travel	**196**	**272**	**397**	**+103%**	**+46%**
Total Count	**17,720**	**21,589**	**21,061**	**+19%**	**-2%**

E-scooters included in surveys from 2021 onwards. See 1.3.11)

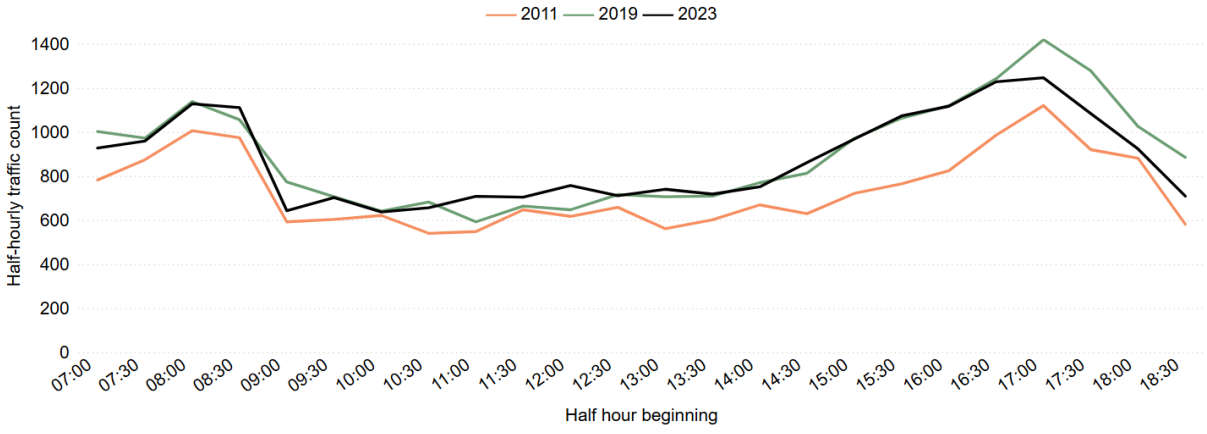
4.3.6 Active travel (pedal cycles, pedestrians and e-scooters) had a total count of nearly 400 in 2023. This is a 46% increase from 2019, and a 103% increase from 2011. In Chatteris, active travel counts are heavily driven by pedestrians, with over 350 counted in 2023. Pedestrians were the mode which saw the largest increase from 2011 to 2023 (+151%) and from 2019 to 2023 (+48%).

4.3.7 Motorised travel (cars, motorcycles, LGVs, HGVs and buses) had a total count of over 20,000 in 2023. This is a 3% decrease from 2019, but an 18% increase from 2011. Cars and LGVs are the dominant modes.

Analysis by Time of Day

4.3.8 The half-hourly flow profile of traffic counts in 2011, 2019 and 2023 can be seen in Figure 23. Flows in 2023 are very similar to 2019, particularly in the early part of the day. The afternoon peak onwards (from 16:30 to 19:00) sees slightly lower volumes than in 2019. 2019 and 2023 both saw higher flows than in 2011 throughout the day.

Figure 23: The flow profile of traffic counts in Chatteris.



Analysis by Location

4.3.9 Table 19 presents 2023 data for each of the individual survey sites in the Chatteris cordon, comparing 2019 flows with 2023 flows. The data is also shown in the map in Figure 24. The size of the site bubble indicates the volume of traffic observed in Autumn 2023. The bubble colour shows the percentage change against 2019 volumes; blue tones are below 2019, grey tones are close to 2019 and red tones are above 2019.

Table 19: Flows counted entering and exiting Chatteris by route.

Site No.	Road name	Total flow 2019	Total flow 2023	% change from 2019 to 2023
CHA01	New Road	2,131	2,113	-1%
CHA02	High Street	7,987	7,827	-2%
CHA03	Huntingdon Road	5,639	5,349	-5%
CHA04	London Road	2,329	2,272	-2%
CHA05	Wenny Road	3,503	3,500	No change

4.3.10 Four of the five sites in Chatteris recorded 2023 flows that were at or just below 2019 volumes (between 0% and -2%). However, Huntingdon Road experienced a slightly larger reduction (5% below 2019). This trend is driven by a 7% decrease in car volumes, the dominant mode of transport at this site.

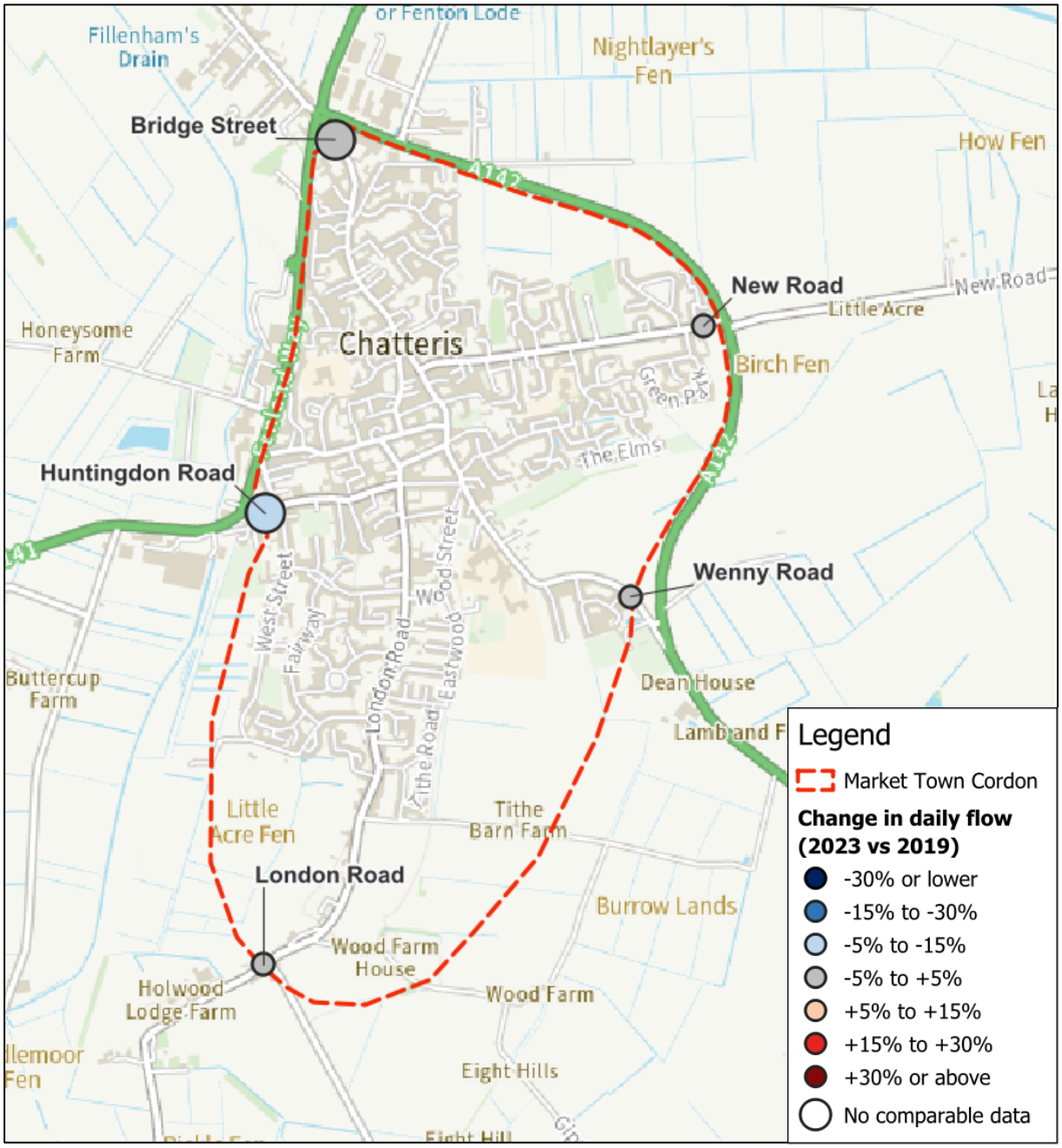
4.3.11 The proportion of active travel was highest on the High Street (5% of total counts in 2023). This higher proportion of active travel, in particular pedestrians (91% of all Chatteris pedestrians were counted here), could be due to the presence of a café and a supermarket in this area.

Chatteris: Performance Against Targets

4.3.12 In 2023, active travel made up nearly 2% of flows entering and exiting Chatteris. This is a slight increase on 2019 but overall active travel mode share remains low. This is, perhaps, not surprising given the rural nature of the area around Chatteris meaning that distances between Chatteris and nearby villages are often too far to travel by cycle or on foot.

4.3.13 It is, however, encouraging that motorised vehicle flows entering and exiting Chatteris (80% of total counts) have not increased from 2019 to 2023 and the data suggests there may have been a small decrease (-3%). This reduction in motorised vehicles is positive with regards to the Council's net zero ambitions because most vehicles emit greenhouse gases that contribute towards the climate crisis.

Figure 24: Chatteris traffic trends by site.



4.4 Ely

4.4.1 Ely is a small city in East Cambridgeshire, which sits to the north-east of Cambridge between Chatteris, Littleport and Soham. It has a resident population of approximately 21 thousand people (2022)[10] and is a workplace destination for approximately 12 thousand employees (2023)[11]. In 2011, approximately 68% of people working in Ely were found to live outside of Ely in places like Littleport, Soham, Wilburton, Sutton and Chatteris. This indicates a relatively high travel demand to enter the city for work purposes.

4.4.2 In 2011, approximately 69% of working Ely residents commute to jobs outside of Ely. Based on the DataShine Commute tool (2011 Census data), Ely residents mainly commute by car to workplaces in Ely or Cambridge with some workers travelling to Soham, Newmarket and Huntingdon, or to London by train. Smaller numbers of commutes are also made to workplaces in March, Wisbech, King's Lynn, Norwich, Lakenheath and Bury St Edmunds. Of these commutes, public transport is only popular with a small number of destinations – mainly Cambridge and London (direct train services). Walking and cycling commutes mostly take place within Ely.

4.4.3 Despite being a city, Ely is included in the Market Town Survey as it has a similar population to the market towns. Ely lies at the intersection of the A10 and A142, providing A-road connections to Cambridge, Kings Lynn, Chatteris and Newmarket. Ely has a railway station in the south-east of the city with direct trains to Cambridge, Peterborough, London, Kings Lynn and Norwich. Bus services also link the City to Cambridge, Newmarket and the surrounding villages.

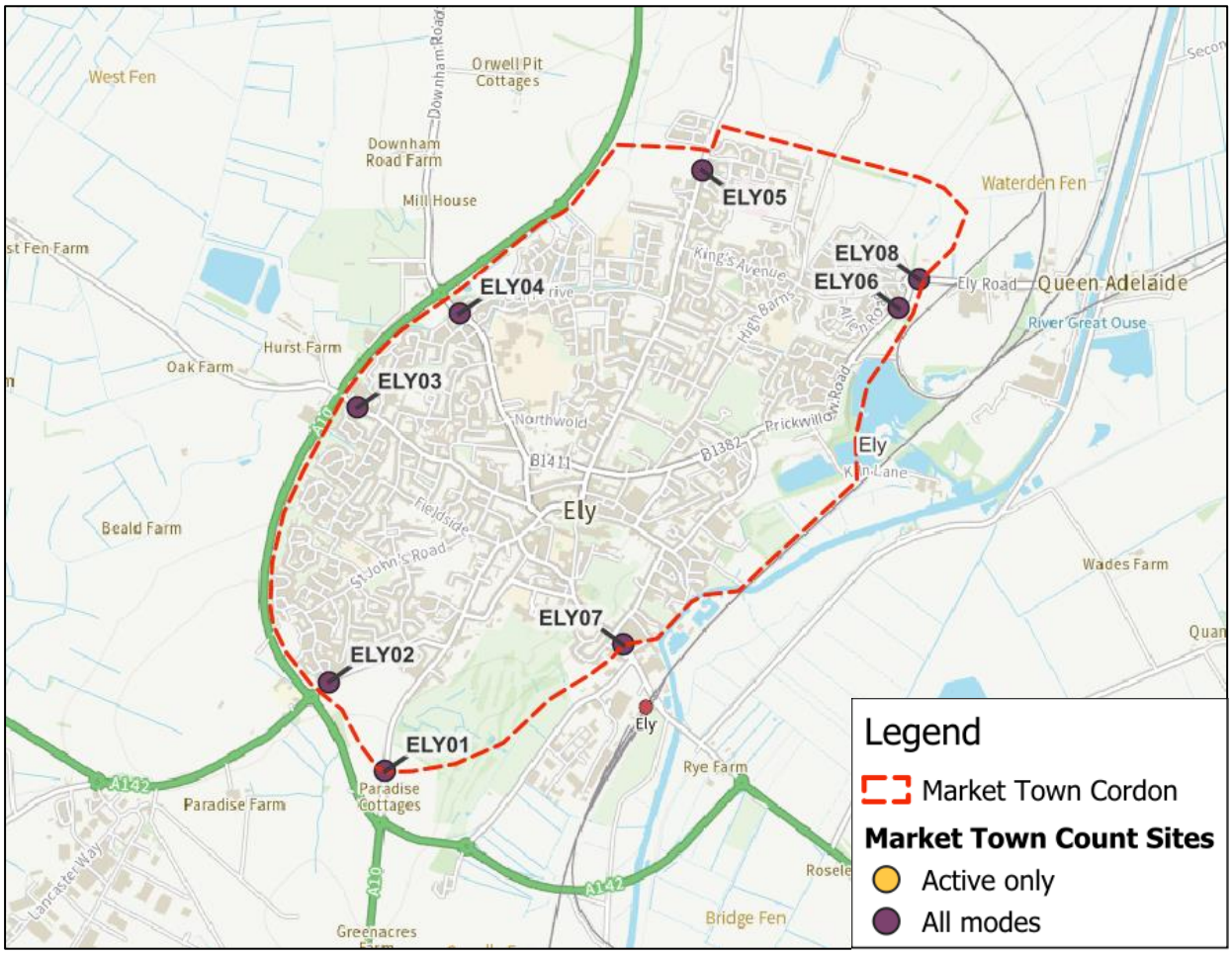
4.4.4 To capture trips entering and exiting Ely, the town cordon was made up of eight sites in 2023, as shown in Figure 25.

4.4.5 In 2023, Site 8 Ely Road was added to the survey. Site 8 effectively replaces Site 6 (Prickwillow Road) to maintain the integrity of the cordon boundary in light of the new King's Meadow housing estate in north-east Ely. From 2023 onwards, data from Site 6 is no longer included in the cordon total for Ely with Site 8 replacing it.

[10] Cambridgeshire County Council mid-2022 population estimate. Source: Cambridgeshire & Peterborough Insight – Population – Local Population Estimates and Forecasts

[11] Estimated from the Business Register and Employment Survey 2023.

Figure 25: Ely Cordon Survey Locations 2023 (interactive map available)



Site Number	Road name	Location Description	Modes
ELY01	Cambridge Road	Near Ely Golf Club	All modes
ELY02	Witchford Road	Witchford Road / Norfolk Road	All modes
ELY03	West Fen Road	Between West Fen Road / Columbine Road and A10	All modes
ELY04	Downham Road	Near Ely College	All modes
ELY05	Lynn Road	Near Princess of Wales Hospital	All modes
ELY06	Prickwillow Road	On Prickwillow Road leading up to the Kings Avenue / Ely Road roundabout	All modes
ELY07	Station Road	Near Angel House hotel	All modes
ELY08*	Ely Road	Near the Kings Avenue / Ely Road roundabout	All modes

*Data from Autumn 2023 onwards.

Analysis by Mode

4.4.6 Table 20 shows traffic counts in 2023 by mode and is compared to both 2011 and 2019 data. In 2023, just over 46,000 motorised vehicles, pedal cycles and pedestrians were counted entering or leaving Ely. This is an 8% decrease from the 2019 total but a 13% increase from the 2011 total.

Table 20: Flows counted entering and exiting Ely by mode.

Mode of transport	2011	2019	2023	% change 2011 to 2023	% change 2019 to 2023
Car	33,002	40,222	36,542	+11%	-9%
Motorcycles	175	211	176	+1%	-17%
LGV	4,436	4,392	5,324	+20%	+21%
Bus	319	232	201	-37%	-13%
HGV	747	1,017	747	+0%	-27%
Total Motor Vehicles	**38,679**	**46,074**	**42,990**	**+11%**	**-7%**
Pedal Cycles	678	1,007	827	+22%	-18%
Pedestrians	1,313	2,782	2,290	+74%	-18%
E-scooters	-	-	5	n/a	n/a
Total Active Travel	**1,991**	**3,789**	**3,122**	**+57%**	**-18%**
Total Count	**40,670**	**49,863**	**46,112**	**+13%**	**-8%**

E-scooters included from 2021 onwards. See section 1.3.11)

4.4.7 Active travel flows (pedal cycles, pedestrians and e-scooters) entering and exiting Ely totalled over 3,000 in 2023. This is an 18% decrease from 2019, but a 57% increase from 2011. This increase is mostly driven by pedestrian volumes which have increased by 74% since 2011.

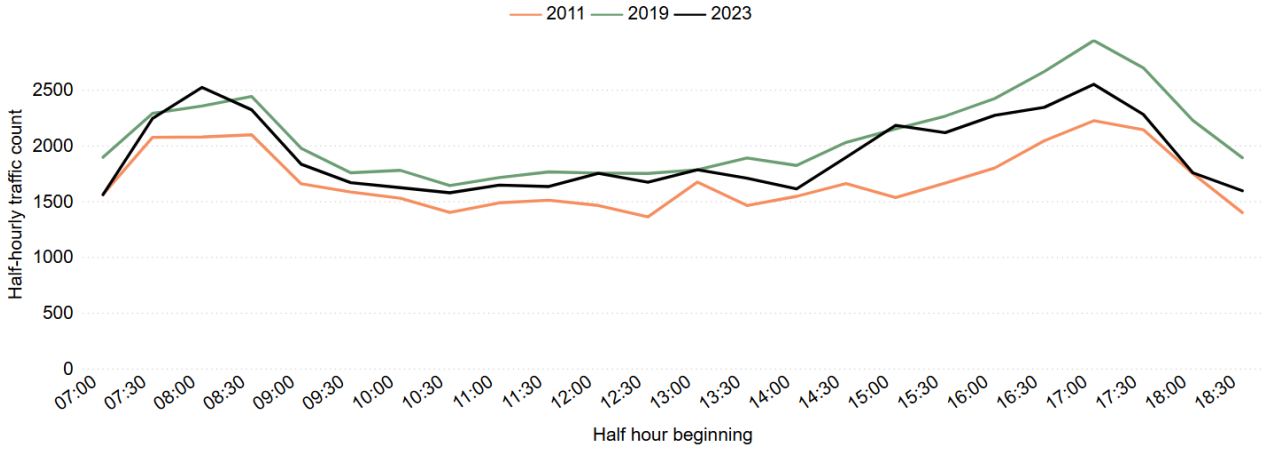
4.4.8 Motorised flows (cars, motorcycles, LGVs, HGVs and buses) entering and exiting Ely totalled almost 43,000 in 2023. This is a 7% decrease from 2019, but an 11% increase from 2011. Cars are the most dominant mode of transport entering and exiting Ely, making up 85% of motorised counts, and 79% of total counts in 2023.

4.4.9 Based on the Census data analysis presented in section 4.2.15, Ely has the highest level of public transport commuting of all of the settlements assessed in this report. This is likely to be due to the number of high quality, direct public transport services available from Ely.

Analysis by Time of Day

4.4.10 The half-hourly flow profile in 2011, 2019 and 2023 can be seen in Figure 26. Flows in 2023 appear to be similar to those in 2019 in the early part of the day, including the morning peak from 07:30 to 08:30, but afternoon volumes are below 2019 levels. 2023 flows are consistently higher than those observed in 2011.

Figure 26: The flow profile of traffic counts in Ely.



Analysis by Location

4.4.11 Table 21 presents 2023 data for each of the individual survey sites that make up the Ely cordon and compares the 2019 and 2023 flows.

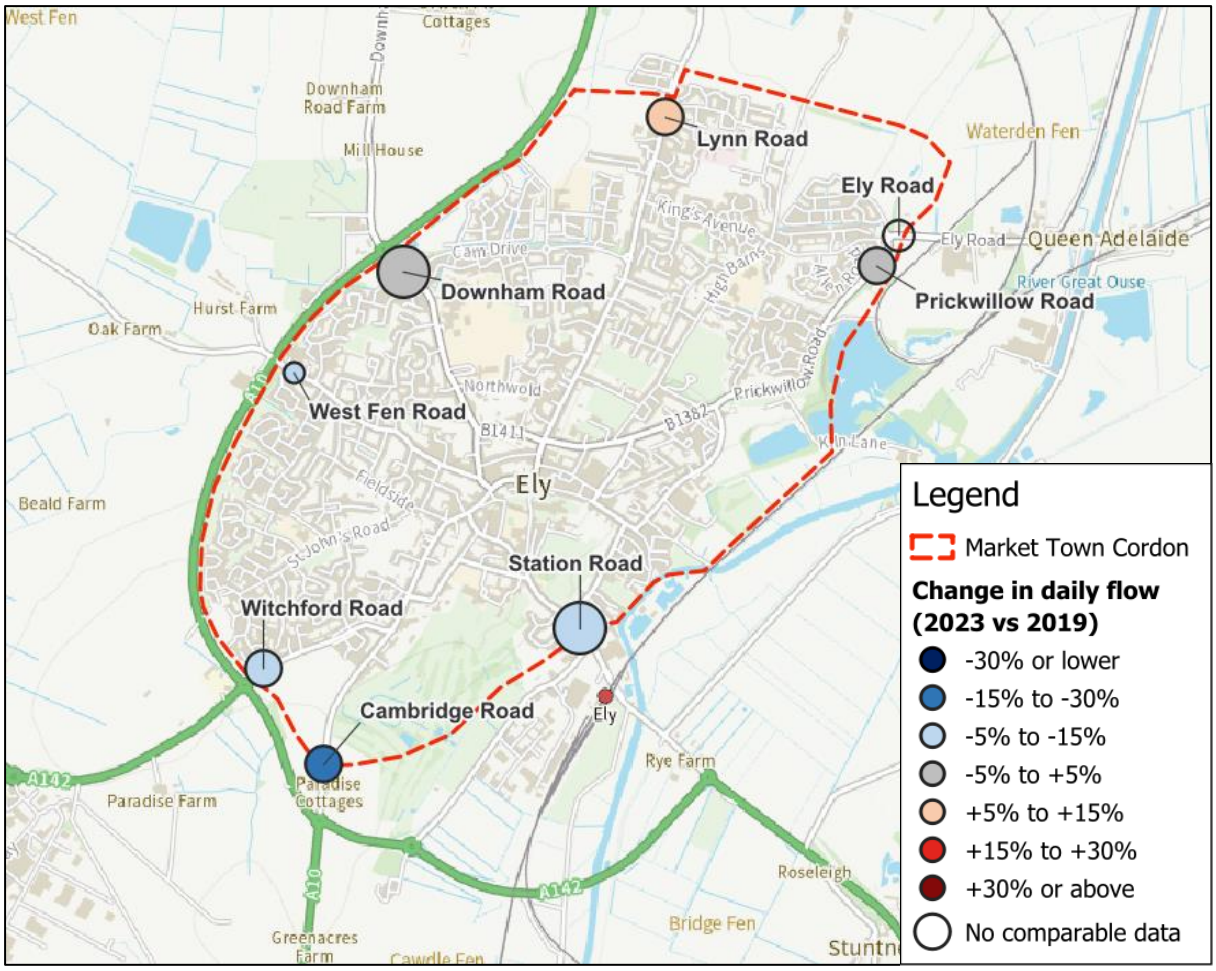
Table 21: Flows counted entering and exiting Ely by route.

Site No.	Road name	Total flow 2019	Total flow 2023	% change from 2019 to 2023
ELY01	Cambridge Road	5,720	4,441	-22%
ELY02	Witchford Road	7,610	6,751	-11%
ELY03	West Fen Road	1,700	1,524	-10%
ELY04	Downham Road	10,395	10,409	No change
ELY05	Lynn Road	5,984	6,352	+6%
ELY06	Prickwillow Road	4,094	4,038	-1%
ELY07	Station Road	14,360	12,747	-11%
ELY08*	Ely Road	No data	3,888	N/A

*Data collection began in 2023.

4.4.12 This data is also shown on a map in Figure 27. The size of the symbols on the map indicates the volume of traffic observed in Autumn 2023. The colour of the symbols on the map represents the percentage change in flows from 2019 to 2023; blue tones are below 2019, grey tones are close to 2019 and red tones are above 2019.

Figure 27: Ely traffic trends by site.



4.4.13 Five sites in Ely see a decrease in traffic volumes in 2023 compared to 2019: Cambridge Road, Witchford Road, West Fen Road, Prickwillow Road and Station Road. Downham Road sees similar volumes to 2019 (0% change), whilst Lynn Road sees an increase in volumes (+6%). Comparable data is not available for Ely Road as this is a new site.

4.4.14 Overall trends suggest that roads to the South of Ely have seen decreases in flow volumes more so than those to the North which are similar to or, in the case of Lynn Road, above 2019 volumes.

4.4.15 Station Road, to the south-east of Ely, was the highest volume site in 2019 and 2023 despite an 11% decrease from 2019 to 2023. This could reflect the continued effect of reduced commuting and increased homeworking, reducing travel to Ely. This decrease is mainly driven by car traffic but there is also an 18% reduction in active travel on Station Road. Despite this, Station Road is the site with the highest proportion of active travel in Ely (16%).

4.4.16 The site experiencing the largest flow decrease is Cambridge Road, to the South of Ely, which saw a 22% decrease in traffic volumes, mainly driven by a 26% decrease in cars. This site does however see a 23% increase in LGV volumes, from 450 in 2019 to 555 in 2023, reflecting the increase in LGV flows seen across the county.

4.4.17 Lynn Road is the only site to experience an increase in flows compared to 2019, with a 6% increase. This is driven by a modest increase in cars (+3% from 2019 to 2023) and a large increase in LGV volumes (+30% 2019 to 2023). The increase in traffic at this site could be attributed to the new housing estates on the northern fringes of Ely.

Ely: Performance Against Targets

4.4.18 Ely has seen a 57% increase in active flows from 2011 to 2023, despite an 18% decrease from 2019 to 2023. This has resulted in active travel representing 7% of flows entering and exiting Ely in 2023 compared to 5% in 2011 and 8% in 2019. These increases are primarily driven by an increase in the number of pedestrians from just over 1,000 in 2011 to over 2,000 in 2023. This longer-term increase in the proportion of active travel supports the Council's ambition to increase sustainable travel across the county, despite the more recent reduction in active flows due to the pandemic.

4.4.19 Motorised vehicle flows on the outskirts of Ely have reduced by 7% from 2019 to 2023, driven primarily by a decrease in cars. However, longer-term trends show an 11% increase in motorised vehicle flows from 2011 to 2023, suggesting that recent decreasing trends were likely the result of the pandemic.

4.4.20 Whether or not this will support the Council's ambition to reduce greenhouse gas emissions (Ambition 1) and increase sustainable travel (Ambition 2) will depend on the continued trajectory of motorised vehicles and active flows. Recent reductions (since 2019) are positive but this could revert back to a period of growth longer-term. One positive outcome for Ely is the high level of public transport use which demonstrates the positive impact of providing high quality public transport.

4.5 Huntingdon

4.5.1 Huntingdon is a town in Huntingdonshire located north-west of Cambridge, south of Peterborough and just west of St Ives. It has a resident population of approximately 20 thousand people (2022)[12] and is a workplace destination for approximately 20 thousand employees (2023)[13]. In 2011, approximately 73% of people working in Huntingdon were found to live outside of Huntingdon in places like Ramsey, Chatteris, St Ives and St Neots. This indicates a relatively high travel demand to enter the town for work purposes.

4.5.2 In 2011, approximately 58% of working Huntingdon residents commute to jobs outside of Huntingdon. Based on the DataShine Commute tool (2011 Census data), Huntingdon residents typically commute by car to workplaces in Huntingdon, St Ives, St Neots, Peterborough and Cambridge with smaller numbers commuting to Ramsey, Sawtry, Papworth, London and the area around Somersham and Bluntisham. Public transport commuting is relatively popular in Huntingdon and is mainly due to train commutes to London (direct service) and bus trips to Cambridge and St Ives (guided busway services). Active travel commutes (walking and cycling) are also relatively popular and are predominantly made within Huntingdon and the surrounding area (e.g. Brampton and Godmanchester).

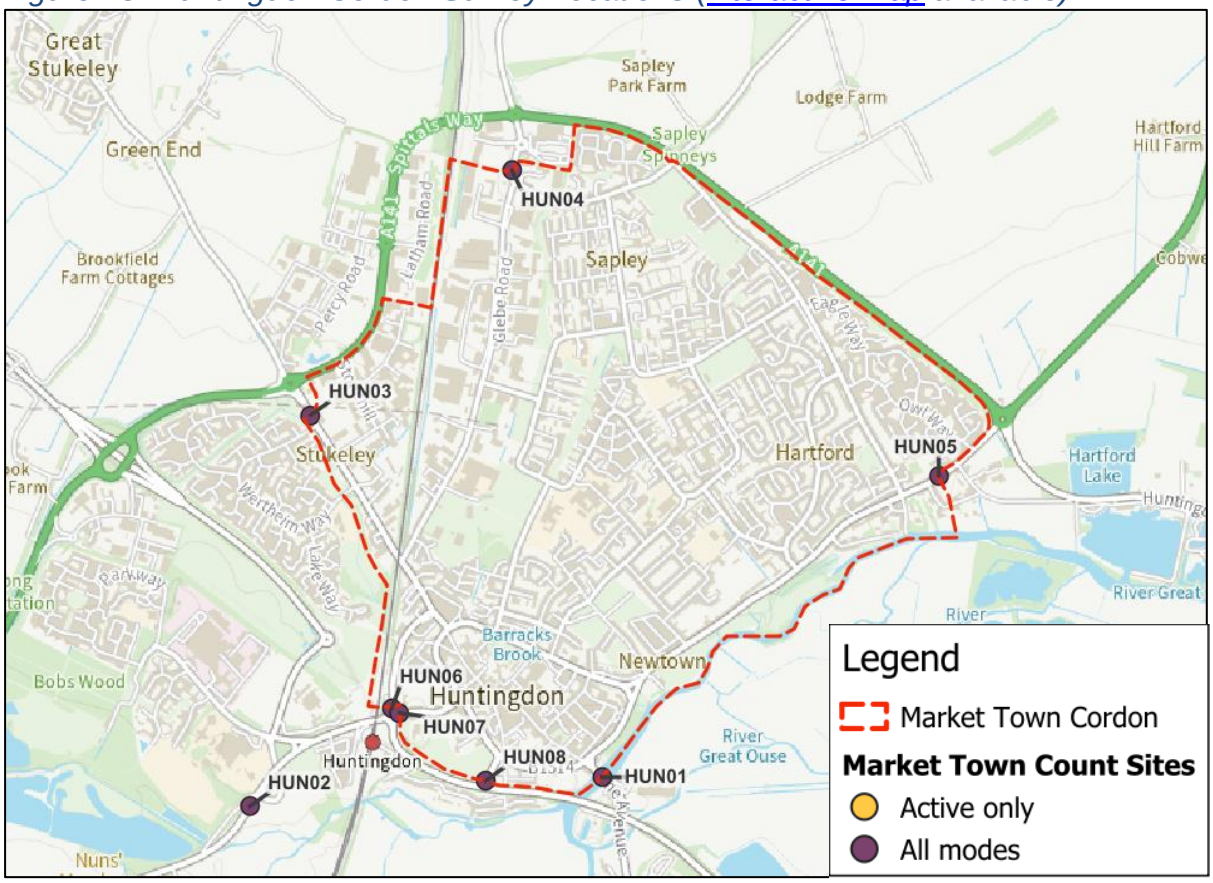
4.5.3 Huntingdon has good access to the A141, A1307 and A14, providing direct connections with St Ives, Chatteris, Peterborough and St Neots. Huntingdon has a railway station to the south-west of the town, with direct connections to Peterborough, St Neots and London. There is also a bus station with direct services to St Ives, Cambridge and other surrounding towns and villages such as Chatteris.

4.5.4 In 2023, the Huntingdon survey covered 8 sites which can be seen in Figure 28.

[12] Cambridgeshire County Council mid-2022 population estimate. Source: Cambridgeshire & Peterborough Insight – Population – Local Population Estimates and Forecasts

[13] Estimated from the Business Register and Employment Survey 2023.

Figure 28: Huntingdon Cordon Survey Locations (interactive map available)



Site No.	Road name	Location Description	Modes
HUN01	Town Bridge	Godmanchester town bridge (near the Old Bridge hotel)	All modes
HUN02	Brampton Road	Near Hinchingbrooke House	All modes
HUN03	Ermine St / Stukeley Road	Outside EMG car dealership	All modes
HUN04	St Peters Road	Between Tesco roundabout and McDonalds' roundabout	All modes
HUN05	Hartford Road	Near The Barley Mow pub	All modes
HUN06*	Edison Bell Way	On Edison Bell Way just off the Brampton Road crossroads	All modes
HUN07*	Brampton Road	On Brampton Road leading to Sandford House	All modes
HUN08*	Pathfinder Link Road	On road between Huntingdon bus station and A1307	All modes

*Data from Autumn 2023 onwards only.

4.5.5 Recent changes to the road layout in Huntingdon as a result of the A14 Cambridge to Huntingdon scheme, have changed how people enter and exit the town. You can read more about the A14 scheme on the National Highways website. These changes have required Cambridgeshire County Council to amend the Huntingdon Market Town survey to ensure the integrity of the cordon is maintained for monitoring purposes. Figure 28 shows the 7 sites that are located on the revised cordon boundary, plus site HUN02 which continues to be counted for monitoring purposes but no longer forms part of the revised Huntingdon cordon total (2023 onwards).

4.5.6 Three new sites have been included in Huntingdon from 2023 to make sure all routes into Huntingdon are captured. The new sites are Site 6 Edison Bell Way, Site 7 Brampton Road and Site 8 Pathfinder Link Road.

Analysis by mode

4.5.7 Table 22 presents the flows recorded entering and exiting Huntingdon by mode during the survey in 2011, 2019 and 2023. In 2023, just over 80,000 motorised vehicles, pedal cycles and pedestrians were counted entering or leaving Huntingdon. This is a 2% decrease from the 2019 but a 1% increase from the 2011 total.

4.5.8 Active travel flows (pedal cycles, pedestrians and e-scooters) entering and exiting Huntingdon totalled just under 4,000 in 2023. This represents a 30% increase from 2019, and a 69% increase from 2011. Pedestrian counts have more than doubled since 2011 (+122%), with over 3,000 counted in 2023.

4.5.9 Motorised travel (cars, motorcycles, LGVs, HGVs, buses) entering and exiting Huntingdon totalled nearly 76,000 in 2023. This is a 3% decrease from 2019, and a 1% increase from 2011. Motorcycles have seen a large reduction in Huntingdon from 2011 to 2023 (-50%). Meanwhile, LGV volumes have been increasing (+18% since 2011) and in 2023 accounted for almost 12% of total counts.

Table 22: Flows counted entering and exiting Huntingdon by mode

Mode of transport	2011	2019	2023	% change 2011 to 2023	% change 2019 to 2023
Car	66,123	67,876	64,233	-3%	-5%
Motorcycles	547	440	276	-50%	-37%
LGV	8,194	7,964	9,655	+18%	+21%
Bus	495	422	443	-11%	+5%
HGV	1,303	1,506	1,015	-22%	-33%
Total Motor Vehicles	**76,662**	**78,208**	**75,622**	**-1%**	**-3%**
Pedal Cycles	1,435	1,407	1,754	+22%	+25%
Pedestrians	1,453	2,338	3,075	+112%	+32%
E-scooters	-	-	42	n/a	n/a
Total Active Travel	**2,888**	**3,745**	**4,871**	**+69%**	**+30%**
Total Count	**79,550**	**81,953**	**80,493**	**+1%**	**-2%**

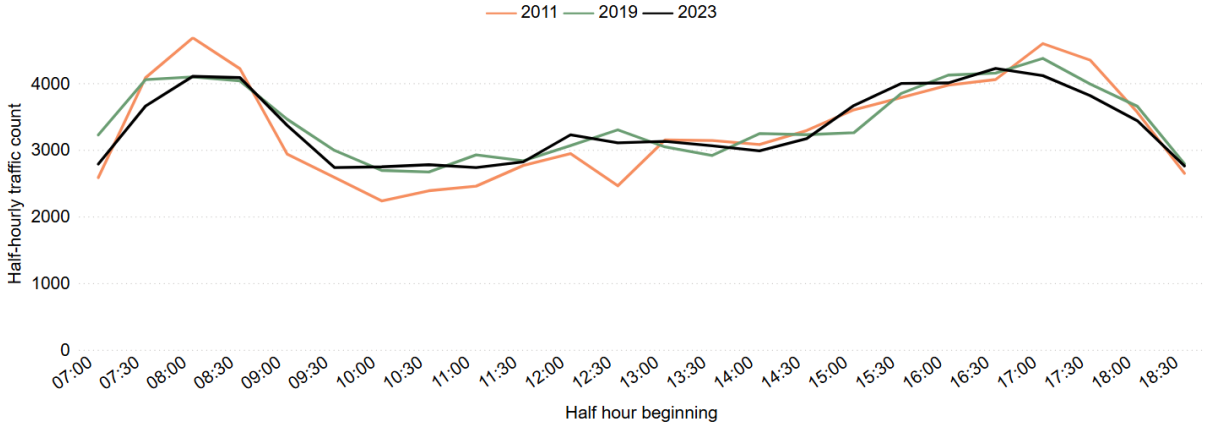
E-scooters included in surveys from 2021 onwards. See 1.3.11)

Analysis by time of day

4.5.10 The flow profile of traffic counts in 2011, 2019 and 2023 can be seen in Figure 29. Flows in 2023 are similar to 2019, though the morning peak is a little later than it was in 2019 and the afternoon peak is a little earlier than 2019.

4.5.11 The flows recorded in 2023 are lower than those in 2011 during the morning (before 09:00), are higher than 2011 during the middle of the day and are similar to 2011 towards the end of the day.

Figure 29: The flow profile of traffic counts in Huntingdon.



Analysis by location

4.5.12 Table 23 presents 2019 and 2023 data for each of the individual survey sites in Huntingdon and compares the two years.

Table 23: Flows counted entering and exiting Huntingdon by route.

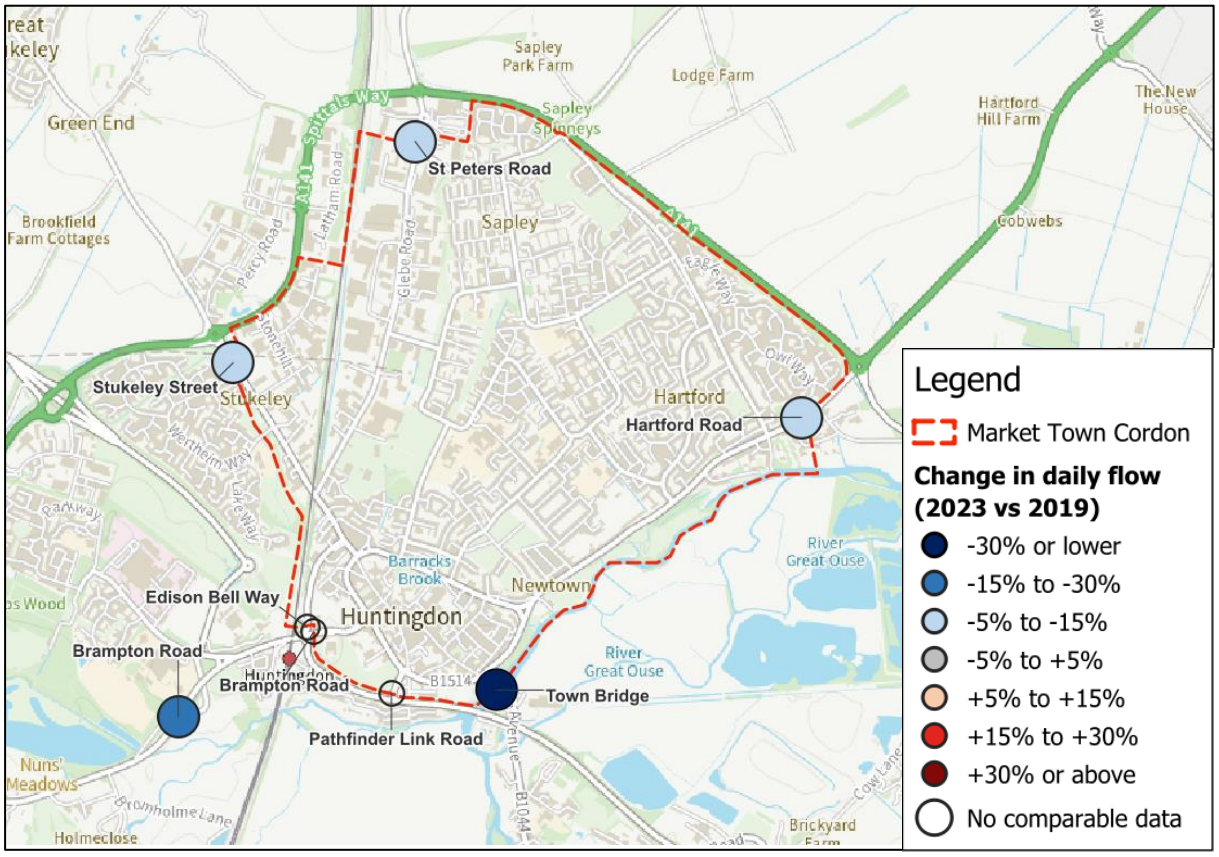
Site No.	Road name	Total flow 2019	Total flow 2023	% change from 2019 to 2023
HUN01	Town Bridge	17,925	10,282	-43%
HUN02	Brampton Road (west)	16,247	12,670	-22%
HUN03	Ermine St / Stukeley Road	14,012	12,197	-13%
HUN04	St Peters Road	17,103	14,668	-14%
HUN05	Hartford Road	16,666	14,255	-14%
HUN06*	Edison Bell Way	No data	10,176	n/a
HUN07*	Brampton Road (east)	No data	7,854	n/a
HUN08*	Pathfinder Link Road	No data	11,061	n/a

*Data from 2023 onwards only.

4.5.13 The data is also shown in the map in Figure 30. The size of the site bubble indicates the volume of traffic observed in Autumn 2023. The bubble colour shows the percentage change against 2019 volumes; blue tones are below 2019, grey tones are close to 2019 and red tones are above 2019.

4.5.14 All sites in Huntingdon with available data for 2019 and 2023 see a decrease in traffic volumes. However, as total traffic volumes crossing the Huntingdon cordon are similar to 2019, it suggests that traffic has not stopped entering/exiting Huntingdon but has instead diverted to new routes.

Figure 30: Huntingdon traffic trends by site.



4.5.15 Site 1, Town Bridge, has the most notable decrease in traffic volumes in Huntingdon (-43%). This is likely attributable to the changes in the road layout meaning there are now easier routes into Huntingdon town centre meaning the narrow Town Bridge has become less popular. All modes of transport decreased by at least 25% at this site, with HGVs seeing the largest decline (-89%, from 90 in 2019 to 10 in 2023).

4.5.16 Site 2, Brampton Road, which is no longer forms part of the Huntingdon cordon due to the road layout changes, also saw a decrease in traffic volumes (-22%), mainly driven by a decrease in cars (-23%).

Huntingdon: Performance against targets

4.5.17 The outskirts of Huntingdon has seen a large increase in active travel from 2011 to 2023 (+69%), mainly driven by a rise in pedestrians to more than 3,000 in 2023. The proportion of active flows has also increased from 4% in 2011 to over 6% in 2023. This supports the goals set out in the Active Travel Strategy and the Local Cycling and Walking Infrastructure Plan to facilitate and encourage active travel. The proportion of active flows entering and exiting Huntingdon remains fairly low (6%) given the proximity of nearby settlements like Godmanchester and Brampton, suggesting that more could be done to encourage active trips in this area.

4.5.18 In 2023, motorised vehicles still account for 94% of the flows entering and exiting Huntingdon which is similar to the other Market Towns. However, contrary to the other Market Towns, motorised vehicle flows have not increased since 2011 (-1%). Huntingdon has also seen an increase in buses since 2019, unlike many towns, which could help to support the Council's ambition to increase travel using sustainable modes.

4.6 March

4.6.1 March is a town in Fenland located to the east of Peterborough, between Wisbech and Chatteris. It has a resident population of approximately 24 thousand people (2022)[14] and is a workplace for approximately 8 thousand employees (2023)[15]. In 2011, approximately 51% of people working in March were found to live outside of March in places like Wisbech, Chatteris, Whittlesey and Peterborough. This indicates a relatively low level of demand to enter the town for work purposes.

4.6.2 In 2011, approximately 53% of working March residents commute to jobs outside of March. Based on the DataShine Commute tool (2011 Census data), March residents mainly commute to workplaces within March. Some residents also travel to workplaces in Wisbech, Peterborough and Chatteris with smaller numbers also commuting to Huntingdon, St Ives, Cambridge and Ely – these trips are predominantly by car. A small number of commutes are made by train and these are to workplaces in Peterborough (direct service) and Cambridge (indirect service). A small number of commutes are also made by bus and these are to March or Cambridge. All commutes by bicycle or on foot took place within March.

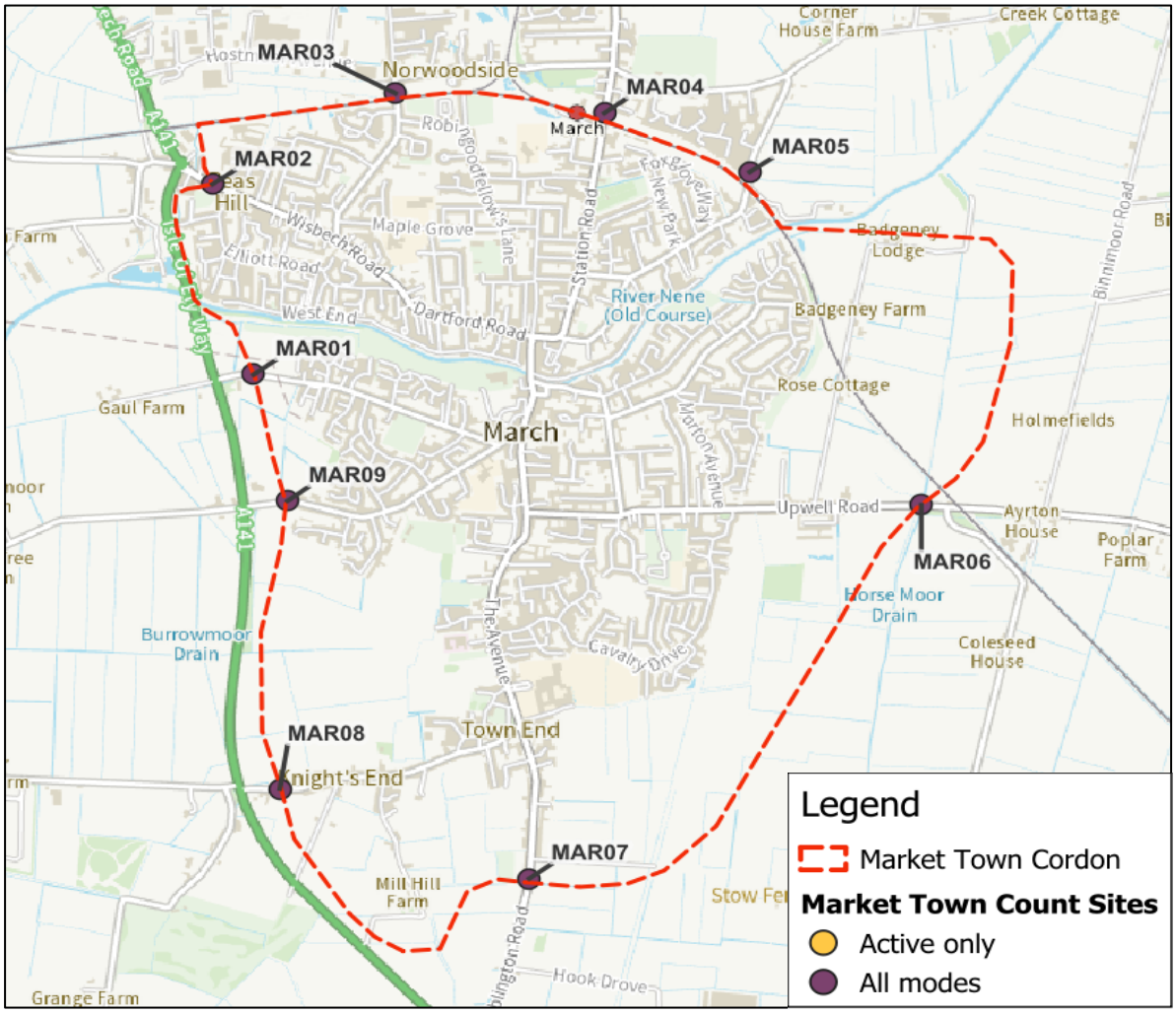
4.6.3 The A141 passes along the western edge of March, connecting it to Wisbech and Chatteris and to the A47 which is around 4 miles north of the town. March has a train station in the north, with direct services to Peterborough, Ely and Cambridge. March is also connected via bus to Peterborough and other surrounding towns such as St Ives and Wisbech.

4.6.4 The March town cordon in 2023 is made up of 9 sites. The location of these sites can be seen in Figure 31.

[14] Cambridgeshire County Council mid-2022 population estimate. Source: Cambridgeshire & Peterborough Insight – Population – Local Population Estimates and Forecasts

[15] Estimated from the Business Register and Employment Survey 2023.

Figure 31: March Cordon Survey Locations 2023 (interactive map available)



Site No.	Road name	Location Description	Modes
MAR01	Gaul Road	Near junction with Isle of Ely Way	All modes
MAR02	Wisbech Road	Between Peas Hill Road and Meadowlands	All modes
MAR03	Norwood Road	Near Norwood Road level crossing	All modes
MAR04	Elm Road	Near Station Road level crossing	All modes
MAR05	Creek Road	Near Creek Road level crossing	All modes
MAR06	Upwell Road	Near junction with Coleseed Road	All modes
MAR07	Wimblington Road	Next to Lambs Hill Drove bus stop	All modes
MAR08	Knights End Road	Near junction with Isle of Ely Way	All modes
MAR09	Burrowmoor Road	Near junction with Isle of Ely Way	All modes

Analysis by mode

4.6.5 Table 24 shows the traffic counts observed in 2011, 2019 and 2023 by mode. In 2023, almost 37,000 motorised vehicles, pedal cycles and pedestrians were counted entering or leaving March. This is a 6% decrease from 2019 but a 7% increase from 2011.

Table 24: Flows counted entering and exiting March by mode.

Mode of transport	2011	2019	2023	% change 2011 to 2023	% change 2019 to 2023
Car	26,953	31,350	29,326	+9%	-6%
Motorcycles	172	135	85	-51%	-37%
LGV	4,566	4,782	5,311	+16%	+11%
Bus	335	169	174	-48%	+3%
HGV	772	893	530	-31%	-41%
Total Motor Vehicles	**32,798**	**37,329**	**35,426**	**+8%**	**-5%**
Pedal Cycles	647	687	480	-26%	-30%
Pedestrians	1,008	1,306	1,017	+1%	-22%
E-scooters	-	-	3	n/a	n/a
Total Active Travel	**1,655**	**1,993**	**1,500**	**-9%**	**-25%**
Total Count	**34,453**	**39,322**	**36,926**	**+7%**	**-6%**

E-scooters included from 2021 onwards. See 1.3.11

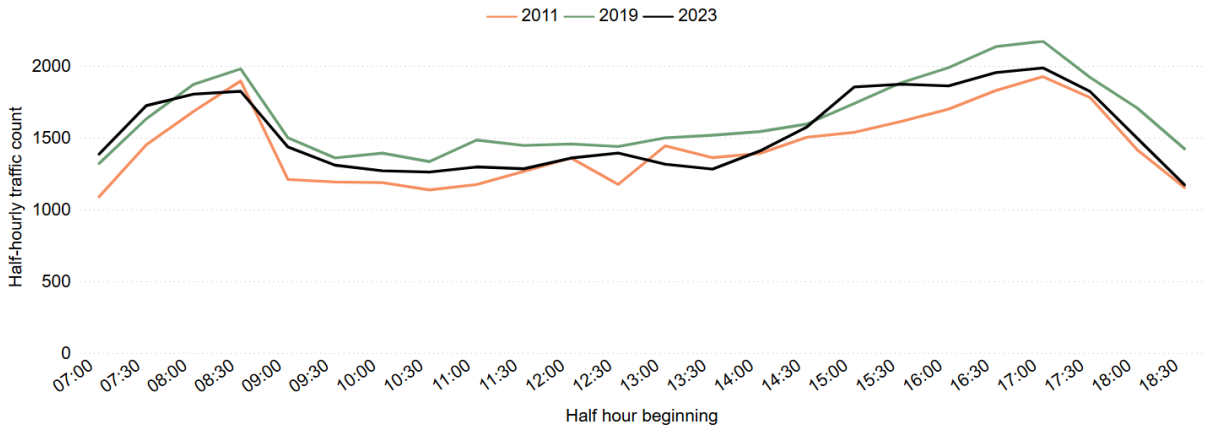
4.6.6 Active travel flows (pedal cycles, pedestrians and e-scooters) totalled 1,500 in 2023. This is a 25% decrease from 2019, and a 9% decrease from 2011. Pedestrian counts in 2023 are similar to those recorded in 2011, but pedal cycles have decreased since 2011 (-26%) despite both decreasing since 2019.

4.6.7 Motorised travel (cars, motorcycles, LGVs, HGVs, buses) totalled just over 35,000 in 2023. This is an 8% increase from 2011 despite a 5% decrease since 2019. LGVs (+11%) and Buses (+3%) are the only motorised modes to see an increase from 2019.

Analysis by time of day

4.6.8 The half-hourly flow profile of traffic counts in 2011, 2019 and 2023 can be seen in Figure 32. Flows in 2019 and 2023 are similar in terms of magnitude and profile across the day and are typically slightly higher than 2011. The 2023 morning and afternoon peak volumes are not quite as high as they were in 2019.

Figure 32: The flow profile of traffic counts in March.



Analysis by location

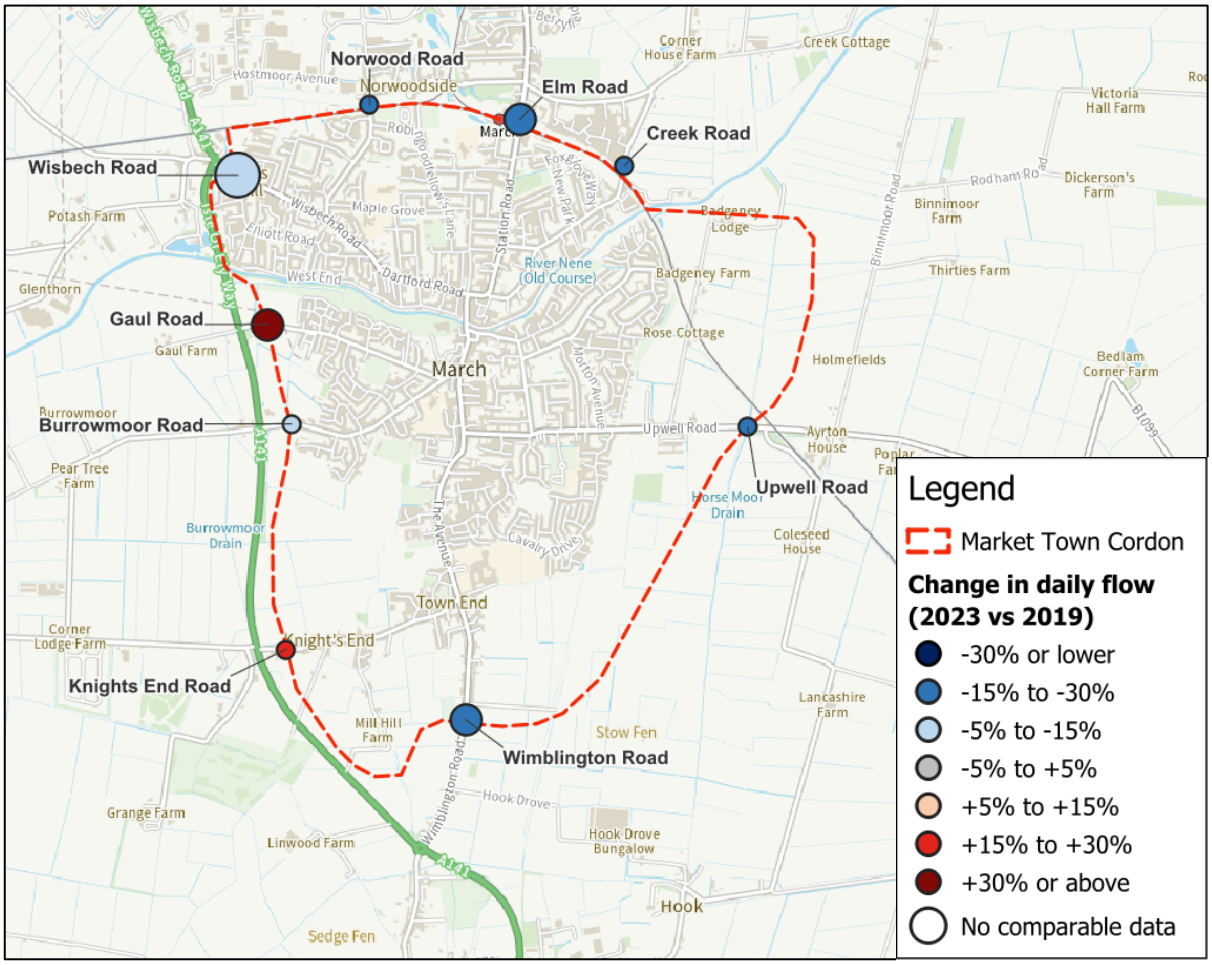
4.6.9 Table 25 presents the observed flows for each of the individual survey sites in the March cordon for both 2019 and 2023 and compares the two.

Table 25: Flows counted entering and exiting March by route.

Site No.	Road name	Total flow 2019	Total flow 2023	% change from 2019 to 2023
MAR01	Gaul Road	2,728	4,556	+67%
MAR02	Wisbech Road	11,056	10,487	-5%
MAR03	Norwood Road	4,564	3,824	-16%
MAR04	Elm Road	6,350	5,044	-21%
MAR05	Creek Road	1,160	952	-18%
MAR06	Upwell Road	2,432	2,023	-17%
MAR07	Wimblington Road	7,650	6,441	-16%
MAR08	Knights End Road	1,567	1,947	+24%
MAR09	Burrowmoor Road	1,815	1,652	-9%

4.6.10 The data is also shown in the map in Figure 33. The size of the site bubble indicates the volume of traffic observed in Autumn 2023. The bubble colour shows the percentage change against 2019 volumes; blue tones are below 2019, grey tones are close to 2019 and red tones are above 2019.

Figure 33: March traffic trends by site.



4.6.11 Most sites around March see a decrease in traffic volumes between 2019 and 2023. The site with the largest decrease in traffic between 2019 and 2023 (-21%) is Elm Road which provides access from the north.

4.6.12 Meanwhile, Gaul Road on the western edge of March sees a 67% increase in motor vehicles between 2019 and 2023, with car volumes increasing 71% during this period. This large increase could be linked to new housing developments along Gaul Road.

4.6.13 Knights Ends Road is the only other site to see an increase in flows from 2019 to 2023, with a 24% increase. This increase is driven primarily by an increase in cars (+24%), but also a 45% increase in LGVs crossing the town boundary.

4.6.14 Wisbech Road, the highest volume site in March and a main route off the A141, saw a 5% decrease from 2019. This was mainly driven by a decrease in cars (-7%) despite a 24% increase in LGVs and a 34% increase in buses.

March: Performance against targets

4.6.15 Just 4% of the flows observed entering and exiting March in the 2023 survey were active modes which is a slight reduction compared to the 5% recorded in 2011 and 2019. Active flows have decreased by 9% compared to 2011 which is mainly due to a 25% reduction from 2019 to 2023, likely triggered by the pandemic.

4.6.16 This is, perhaps, not surprising given the rural nature of the area around March meaning that distances between March and nearby settlements are often too far to travel by cycle or on foot. This makes public transport the more likely sustainable mode of transport for trips in/out of March. Trips taking place within March, however, should be feasible to undertake by active travel given that the town is relatively small (approximately 3km across).

4.6.17 Motorised vehicles entering and exiting March have increase since 2011 (+8%), despite a decrease from 2019 (-5%), likely triggered by the pandemic. This longer-term increase is accompanied by a reduction in buses (-48% from 2011 to 2023).

4.6.18 These long-term increases in motorised travel and decreases in active travel and buses are unlikely to help to support the Council's ambitions to make travel more sustainable and achieve net zero by 2045. To encourage sustainable travel in a rural settlement like March, focus should be on encouraging active travel for shorter distance trips within the town whilst longer distance trips to nearby settlements will be more feasible by public transport.

4.7 Ramsey

4.7.1 Ramsey is a town in Huntingdonshire which is located south-east of Peterborough and north-east of Huntingdon. It has a resident population of approximately 11 thousand people (2022)[16] and is a workplace for approximately 4 thousand employees (2023)[17]. In 2011, approximately 51% of people commuting to jobs in Ramsey were found to live outside of Ramsey in places like Peterborough, Warboys, Whittlesey and Huntingdon. This indicates a relatively low level of demand to enter the town for work purposes.

4.7.2 In 2011, approximately 80% of working Ramsey residents commute to jobs outside of Ramsey. Based on the DataShine Commute tool (2011 Census data), Ramsey residents predominantly commute by car to workplaces in Ramsey, Huntingdon and Peterborough with smaller numbers commuting to St Ives, Cambridge, Warboys, Whittlesey, Chatteris and the Somersham area. Public transport commutes are not common but where they do occur they are typically by bus to Peterborough or Huntingdon. Walking and cycling commutes are also not very common but, where they do occur, they mainly take place within Ramsey.

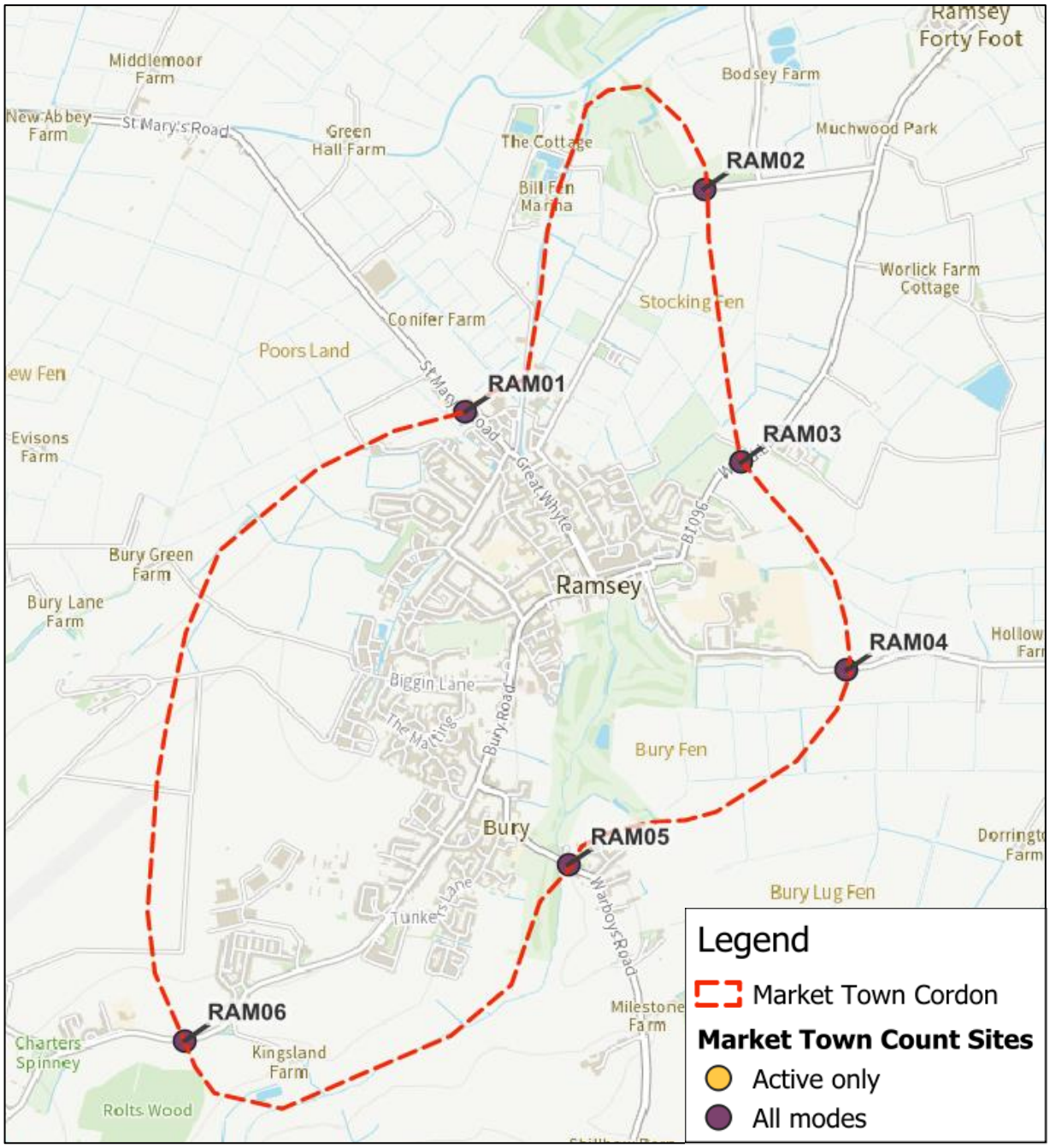
4.7.3 Ramsey is located quite rurally, with no major A-roads around or through the town. The closest A-road is the A141, around 4 miles to the south-east, providing access to Huntingdon and Chatteris. Ramsey does not have a railway station or a bus station but it is connected to local places such as Peterborough, Huntingdon, St Ives and Chatteris via bus services from the town centre.

4.7.4 The Ramsey town cordon in 2023 is made up of 6 sites. The location of these sites can be seen in Figure 34.

[16] Cambridgeshire County Council mid-2022 population estimate. Source: Cambridgeshire & Peterborough Insight – Population – Local Population Estimates and Forecasts

[17] Estimated from the Business Register and Employment Survey 2023.

Figure 34: Ramsey Cordon Survey Locations 2023



Site No.	Road name	Location Description	Modes
RAM01	St Mary's Road	Outside Tesco Petrol Station	All modes
RAM02	Muchwood Lane	Outside Muchwood Burial Ground	All modes
RAM03	Wood Lane	Outside Ramsey Cemetery	All modes
RAM04	Hollow Lane	Near Abbey College on Hollow Lane leading away from Ramsey	All modes
RAM05	Warboys Rd	Near Holy Cross Church	All modes
RAM06	Upwood Road	Near Upwood Primary School	All modes

Analysis by mode

4.7.5 Table 26 shows the 2011, 2019 and 2023 traffic counts by mode. In 2023, a total of almost 20,000 motorised vehicles, pedal cycles and pedestrians were counted entering or leaving Ramsey. This represents a 7% increase from 2011 to 2023 despite a 2% decrease from 2019 to 2023.

Table 26: Flows counted entering and exiting Ramsey by mode.

Mode of transport	2011	2019	2023	% change 2011 to 2023	% change 2019 to 2023
Car	14,836	16,548	15,994	+8%	-3%
Motorcycles	128	114	79	-38%	-31%
LGV	2,721	2,576	3,125	+15%	+21%
Bus	195	106	105	-46%	-1%
HGV	434	731	487	+12%	-33%
Total Motor Vehicles	**18,314**	**20,075**	**19,790**	**+8%**	**-1%**
Pedal Cycles	68	42	19	-72%	-55%
Pedestrians	130	113	34	-74%	-70%
E-scooters	-	-	0	n/a	n/a
Total Active Travel	**198**	**155**	**53**	**-73%**	**-66%**
Total Count	**18,512**	**20,230**	**19,843**	**+7%**	**-2%**

E-scooters included from 2021 onwards. See 1.3.11)

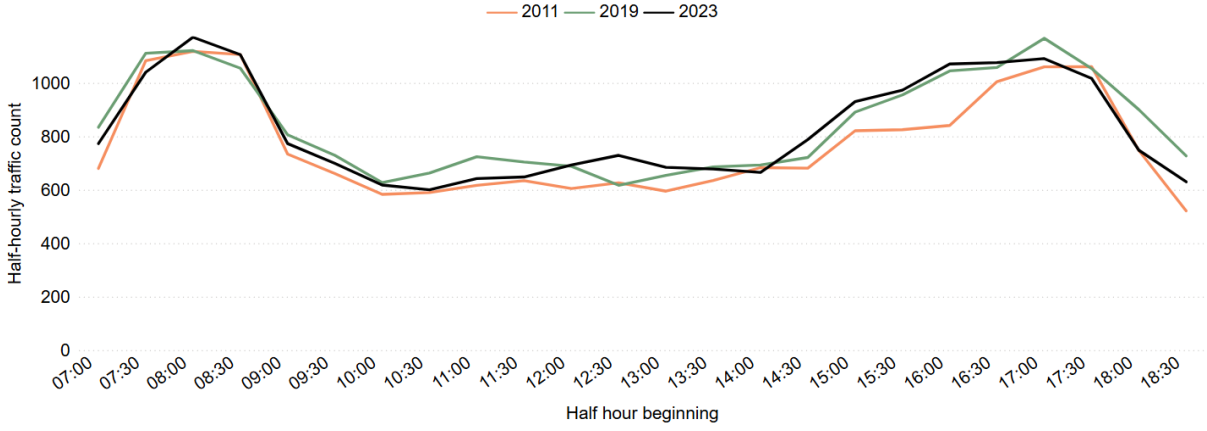
4.7.6 Active travel flows (pedal cycles, pedestrians and e-scooters) entering and exiting Ramsey were particularly low in 2023 (53 observations). This is a 66% decrease from 2019, and a 73% decrease from 2011.

4.7.7 Motorised travel (cars, motorcycles, LGVs, HGVs, buses) totalled almost 20,000 in 2023. This is an 8% increase from 2011 to 2023, despite a 1% decrease since 2019. LGVs are the only mode to see an increase since 2019 (+21%), with over 3,000 counted in 2023 which represents 16% of the total count.

Analysis by time of day

4.7.8 The half-hourly flow profile of traffic counts in 2011, 2019 and 2023 can be seen in Figure 35. Flows in 2023 are very similar to 2019, with the appearance of a similar morning peak (from 07:30 to 08:30) and afternoon peak (from 16:00 to 17:30). The afternoon period is slightly higher in 2019 and 2023 indicating that growth since 2011 has likely been in the afternoon.

Figure 35: The flow profile of traffic counts in Ramsey.



Analysis by location

4.7.9 Table 27 presents the 2019 and 2023 data for each of the individual survey sites in the Ramsey cordon and compares the two years.

Table 27: Flows counted entering and exiting Ramsey by route.

Site No.	Road name	Total flow 2019	Total flow 2023	% change from 2019 to 2023
RAM01	St Mary's Road	4,496	4,275	-5%
RAM02	Muchwood Lane	2,546	2,387	-6%
RAM03	Wood Lane	2,055	2,092	+2%
RAM04	Hollow Lane	309	184	-40%
RAM05	Warboys Rd	6,648	6,696	+1%
RAM06	Upwood Road	4,176	4,209	+1%

4.7.10 This data is also shown in the map in Figure 36. The size of the site bubble indicates the volume of traffic observed in Autumn 2023. The bubble colour shows the percentage change against 2019 volumes; blue tones are below 2019, grey tones are close to 2019 and red tones are above 2019.

4.7.11 In 2023, the highest flow sites in Ramsey (Upwood Road, St Mary's Road and Warboys Road) all experienced flows that were similar to those observed in 2019.

4.7.12 Warboys Road, to the south of the town, experienced the highest flows in Ramsey in 2023. Whilst total flows at this location are similar to the levels observed in 2019, car flows were found to be 1% below 2019 and HGV flows were 17% below 2019. Meanwhile, LGV volumes were 25% above 2019, reflecting the county-wide edge of town trend of increased LGV observations.

4.7.13 Hollow Lane saw a much larger decrease than the other sites but this was largely due to the low flows at this location making the percentage change metric particularly sensitive.

Ramsey: Performance against targets

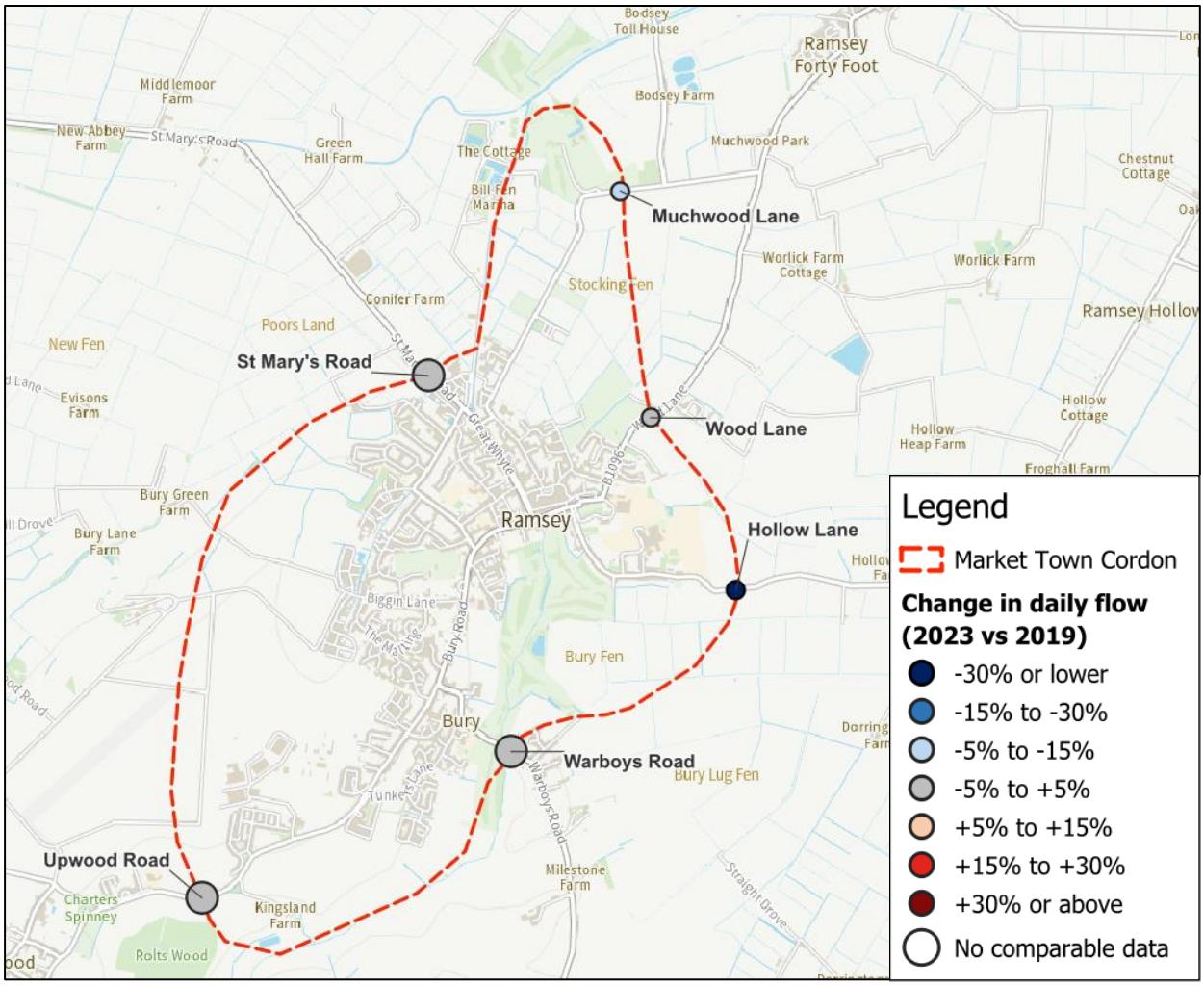
4.7.14 Ramsey experienced the lowest proportion of active flows of all of the Market Towns in 2023, with almost 100% of observed flows entering and exiting the town being motorised. This is similar to observations in previous years, with 99% and 100% of observations being motorised in 2011 and 2019.

4.7.15 This is, perhaps, not surprising given the rural nature of the area around Ramsey meaning that distances between Ramsey and nearby settlements are often too far to travel by cycle or on foot. This makes public transport the more likely sustainable mode of transport for trips in/out of Ramsey. Trips taking place within Ramsey, however, should be feasible to undertake by active travel given that the town is relatively small (approximately 2.5km across).

4.7.16 Ramsey has seen an increase in motorised transport since 2011 (+8%) and, unlike the other towns, little change since 2019 (-1%), potentially suggesting the COVID-19 pandemic has had little influence on travel trends in the area. Cambridgeshire's 2045 net zero target will be reliant in part on reductions in motorised transport across all towns and a reduction is yet to be seen in Ramsey.

4.7.17 To encourage sustainable travel in a rural settlement like Ramsey, focus should be on encouraging active travel for shorter distance trips within the town whilst longer distance trips to nearby settlements will be more feasible by public transport.

Figure 36: Ramsey traffic trends by site.



4.8 St Ives

4.8.1 St Ives is a town in Huntingdonshire which is located just east of Huntingdon and north-west of Cambridge. It has a resident population of approximately 17 thousand people (2022)[18] and is a workplace for approximately 7 thousand employees (2023)[19]. In 2011, approximately 69% of people commuting to jobs in St Ives were found to live outside of St Ives in places like Huntingdon, St Neots, Cambridge, Ramsey and Chatteris. This indicates a relatively high level of demand to enter the town for work purposes.

4.8.2 In 2011, approximately 72% of working St Ives residents commute to jobs outside of St Ives. Based on the DataShine Commute tool (2011 Census data), St Ives residents mainly commute to workplaces in St Ives, Huntingdon and Cambridge, and smaller numbers to the area around Somersham, Bluntisham and Papworth. Public transport is relatively popular due to many bus commutes to Cambridge and Huntingdon (guided bus services). Active travel commutes (walking and cycling) are mainly to workplaces in St Ives but with smaller numbers cycling to Huntingdon, the Bluntisham area (approx. 5km), and to Cambridge (approx. 15-20km) presumably using the guided busway cycle track.

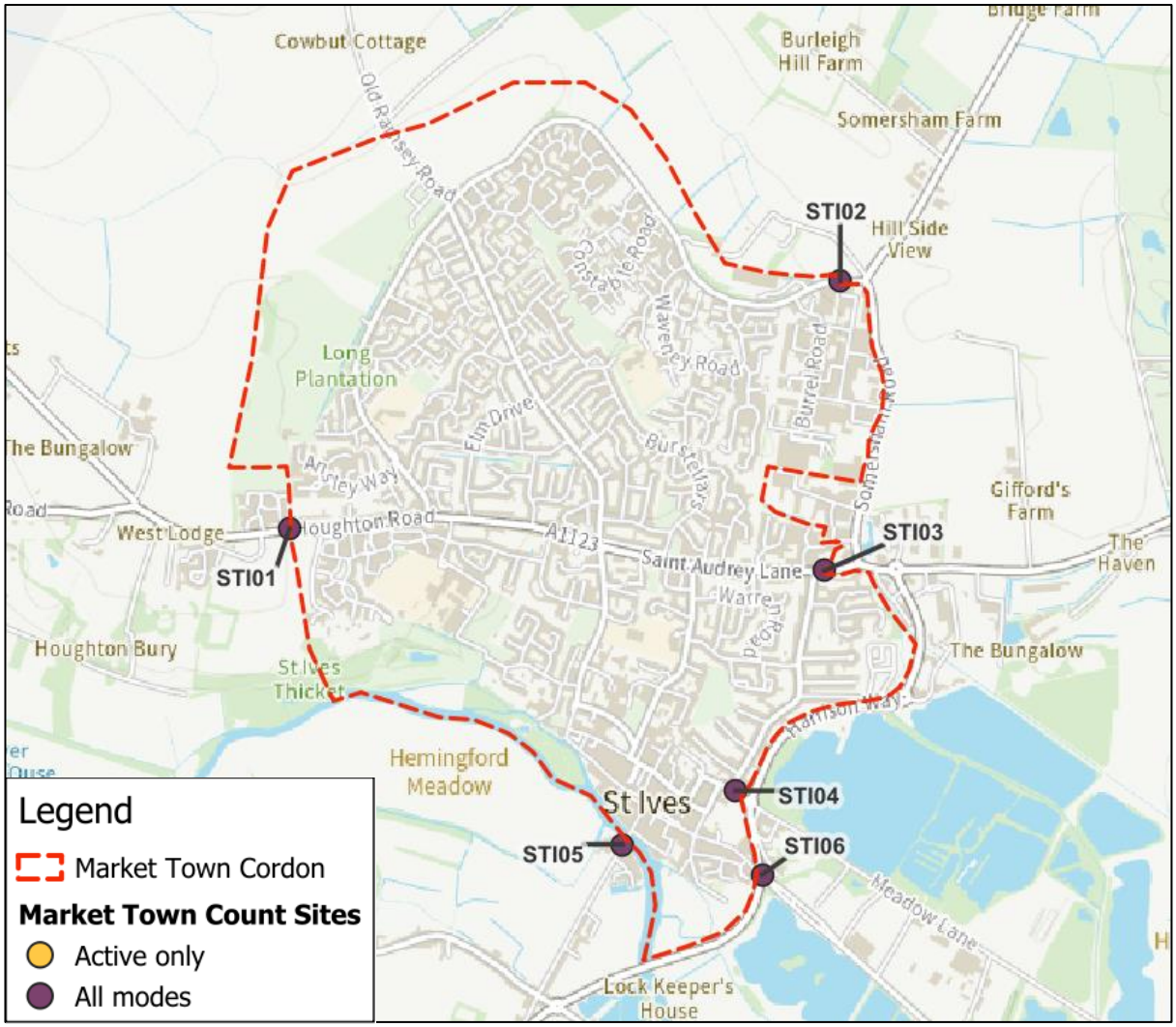
4.8.3 The A1123 passes through the centre of the town, with the A1096 passing to the south-east, connecting St Ives to the A1307 and A14. St Ives does not have a train station but it is served by the Guided Busway which provides direct bus services to Cambridge and Huntingdon as well as opportunities to walk and cycle using the busway maintenance track. St Ives also has a bus station which provides direct bus services to places such as Ramsey, Huntingdon and Cambridge.

4.8.4 In 2023, the St Ives town cordon is made up of 6 sites. The location of these sites can be seen in Figure 37.

[18] Cambridgeshire County Council mid-2022 population estimate. Source: Cambridgeshire & Peterborough Insight – Population – Local Population Estimates and Forecasts

[19] Estimated from the Business Register and Employment Survey 2023.

Figure 37: St Ives Cordon Survey Locations 2023 (interactive map available)



Site No.	Road name	Location Description	Modes
STI01	Houghton Road	Outside Garner Drive bus stop	All modes
STI02	Marley Road	Near roundabout with Somersham Road	All modes
STI03	St Audrey Lane	Between Needingworth Road and Tesco Express	All modes
STI04	Meadow Lane	Near Cattle Market car park	All modes
STI05	Bridge Terrace	Outside The Dolphin hotel	All modes
STI06	St. Ives Park & Ride	On St Ives Park and Ride guided busway path	All modes

Analysis by mode

4.8.5 Table 28 shows the traffic counts recorded in 2011, 2019 and 2023 by mode. In 2023, over 43,000 motorised vehicles, pedal cycles and pedestrians were counted entering or leaving St Ives. This is a 5% decrease from 2011 or a 15% decrease from 2019.

Table 28: Flows counted entering and exiting St Ives by mode.

Mode of transport	2011	2019	2023	% change 2011 to 2023	% change 2019 to 2023
Car	38,173	42,893	36,476	-4%	-15%
Motorcycles	350	243	146	-58%	-40%
LGV	5,485	5,320	5,387	-2%	+1%
Bus	419	541	407	-3%	-25%
HGV	1,223	1,433	1,147	-6%	-20%
Total Motor Vehicles	**45,650**	**50,430**	**43,563**	**-5%**	**-14%**
Pedal Cycles	1,160	1,300	715	-38%	-45%
Pedestrians	2,378	3,335	2,271	-4%	-32%
E-scooters	-	-	17	n/a	n/a
Total Active Travel	**3,538**	**4,635**	**3,003**	**-15%**	**-35%**
Total Count	**49,188**	**55,065**	**46,566**	**-5%**	**-15%**

E-scooters included in surveys from 2021 onwards. See 1.3.11)

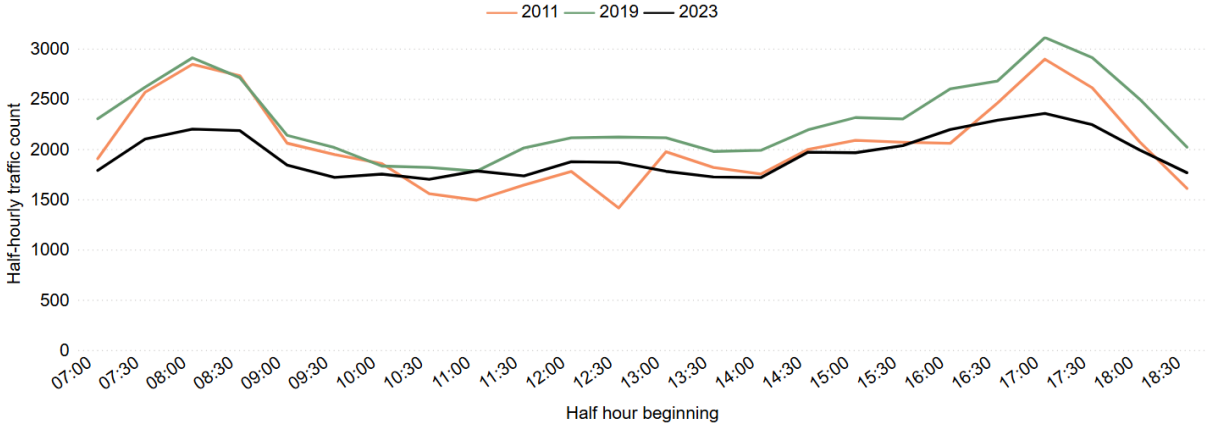
4.8.6 Active flows (pedal cycles, pedestrians and e-scooters) totalled 3,000 observations in 2023. This represents a 15% decrease from 2011 or a 35% decrease from 2019. This decrease is mainly driven by a 38% reduction in cycle flows from 2011 to 2023.

4.8.7 Motorised flows (cars, motorcycles, LGVs, HGVs, buses) totalled just over 43,000 in 2023. This represents a 5% decrease from 2011 and a 14% decrease from 2019. Only LGV volumes remain similar to 2019 volumes (+1%). All other modes have seen decreases since 2019, in particular motorcycles (-40%).

Analysis by time of day

4.8.8 The half-hourly flow profile observed in 2011, 2019 and 2023 can be seen in Figure 38. Total flows in 2023 are observed to be lower than both 2011 and 2019, particularly at peak times. The flow profile in 2023 sees a much flatter profile with less fluctuation, although the middle of the day sees similar volumes to 2011.

Figure 38: The flow profile of traffic counts in St Ives.



Analysis by location

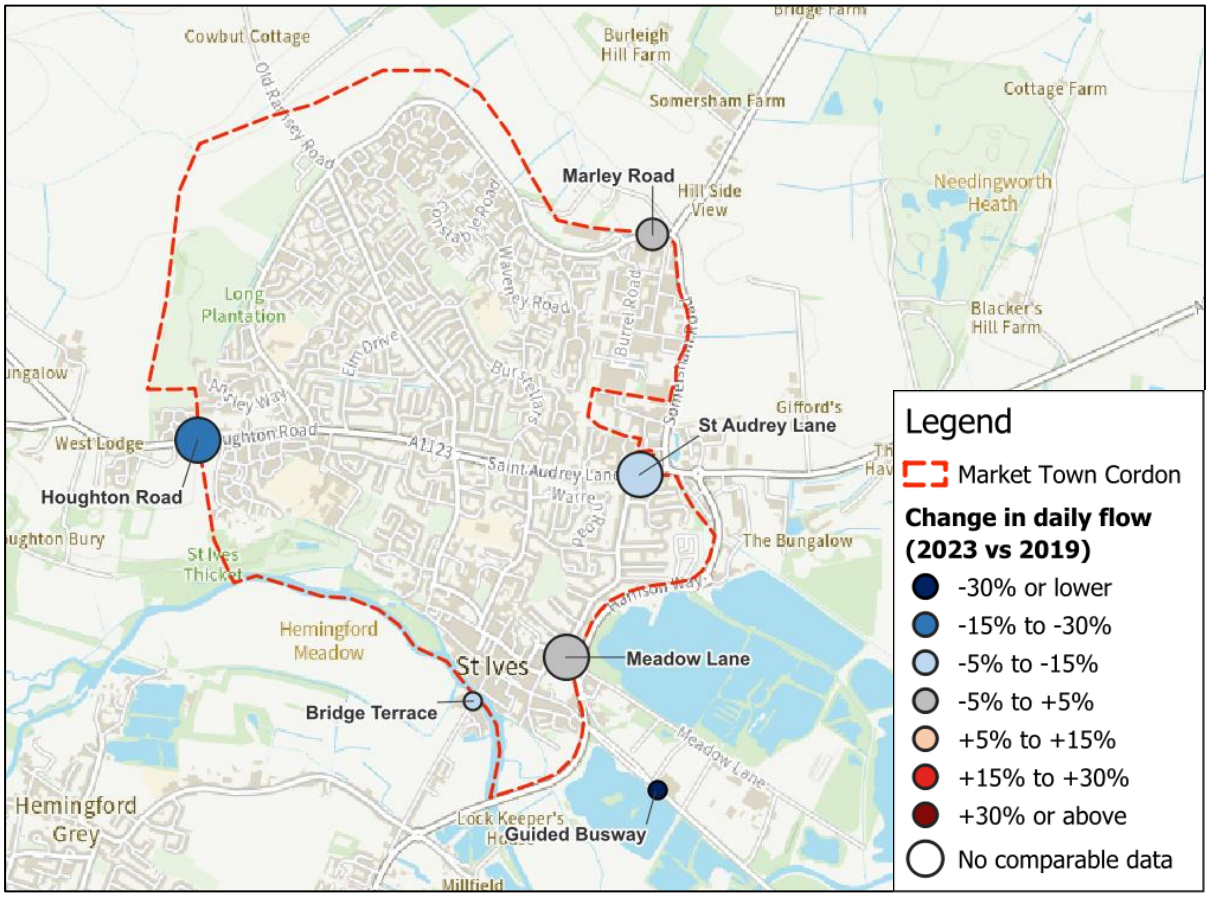
4.8.9 Table 29 presents the 2019 and 2023 observations for each of the individual survey sites in the Ramsey cordon, comparing the 2019 and 2023 flows.

Table 29: Flows counted entering and exiting St Ives by route.

Site No.	Road name	Total flow 2019	Total flow 2023	% change from 2019 to 2023
STI01	Houghton Road	18,296	13,247	-28%
STI02	Marley Road	6,639	6,700	+1%
STI03	St Audrey Lane	15,358	13,497	-12%
STI04	Meadow Lane	11,257	10,800	-4%
STI05	Bridge Terrace	2,179	1,896	-13%
STI06	St. Ives Park & Ride	1,336	426	-68%

4.8.10 This data is also shown in the map in Figure 39. The size of the site bubble indicates the volume of traffic observed in Autumn 2023. The bubble colour shows the percentage change against 2019 volumes; blue tones are below 2019, grey tones are close to 2019 and red tones are above 2019.

Figure 39: St Ives traffic trends by site.



4.8.11 In 2023, all sites in St Ives recorded similar or lower total flows than those observed in 2019. The Guided Busway site is furthest below 2019 (-68%), followed by Houghton Road (-28%). Marley Road is the only site to show a slight increase from 2019 (+1%).

4.8.12 The Guided Busway saw a large decrease in active travel from 2019 to 2023, due to an 83% decrease in pedestrians and a 59% decrease in cycles. In the same time period, bus flows reduced by 29%.

St Audrey Lane (A1123) to the east of St Ives recorded the highest flows in 2023, closely followed by Houghton Road (A1123). Both sites see a decrease in flows from 2019 to 2023 (-12% and -28% respectively) although they have remained fairly stable longer-term.

St Ives: Performance against targets

4.8.13 In 2023, St Ives experienced a decrease in all modes of transport compared to both 2011 and 2019. Active travel counts as a proportion of all counts have also decreased, from just over 7% in 2011 to a peak of over 8% in 2019, down to just over 6% in 2023. This suggests that active journeys could be reducing as a result of both reduced travel overall (all modes), but also as a result of active modes being chosen less frequently by travellers. It remains to be seen whether flows in and out of St Ives will return to pre-COVID levels and, if so, whether active flows will recover more than motorised flows.

4.9 St Neots

4.9.1 St Neots is a town in Huntingdonshire to the west of Cambridge on Cambridgeshire's western border with Bedfordshire. It has a resident population of approximately 37 thousand people (2022)[20] and is a workplace for approximately 6 thousand employees (2023)[21]. In 2011, approximately 66% of people commuting to jobs in St Neots were found to live outside of St Neots in places like Huntingdon, St Ives, Cambridge and Biggleswade. This indicates a relatively low level of demand to enter the town for work purposes.

4.9.2 In 2011, approximately 75% of working St Neots residents commute to jobs outside of St Neots. Based on the DataShine Commute tool (2011 Census data), St Neots residents typically commute to workplaces within St Neots or in Huntingdon, Bedford, Cambridge or London. The majority of commuter trips are made by car. St Neots is located on the railway line between Huntingdon and London. Commutes to London are typically made by train but commutes to Huntingdon are typically made by car, despite the presence of a direct train service. Bus commutes are typically made within St Neots and the Eatons with a small number going to Cambridge. Walking and cycling trips are almost all within St Neots and the Eatons.

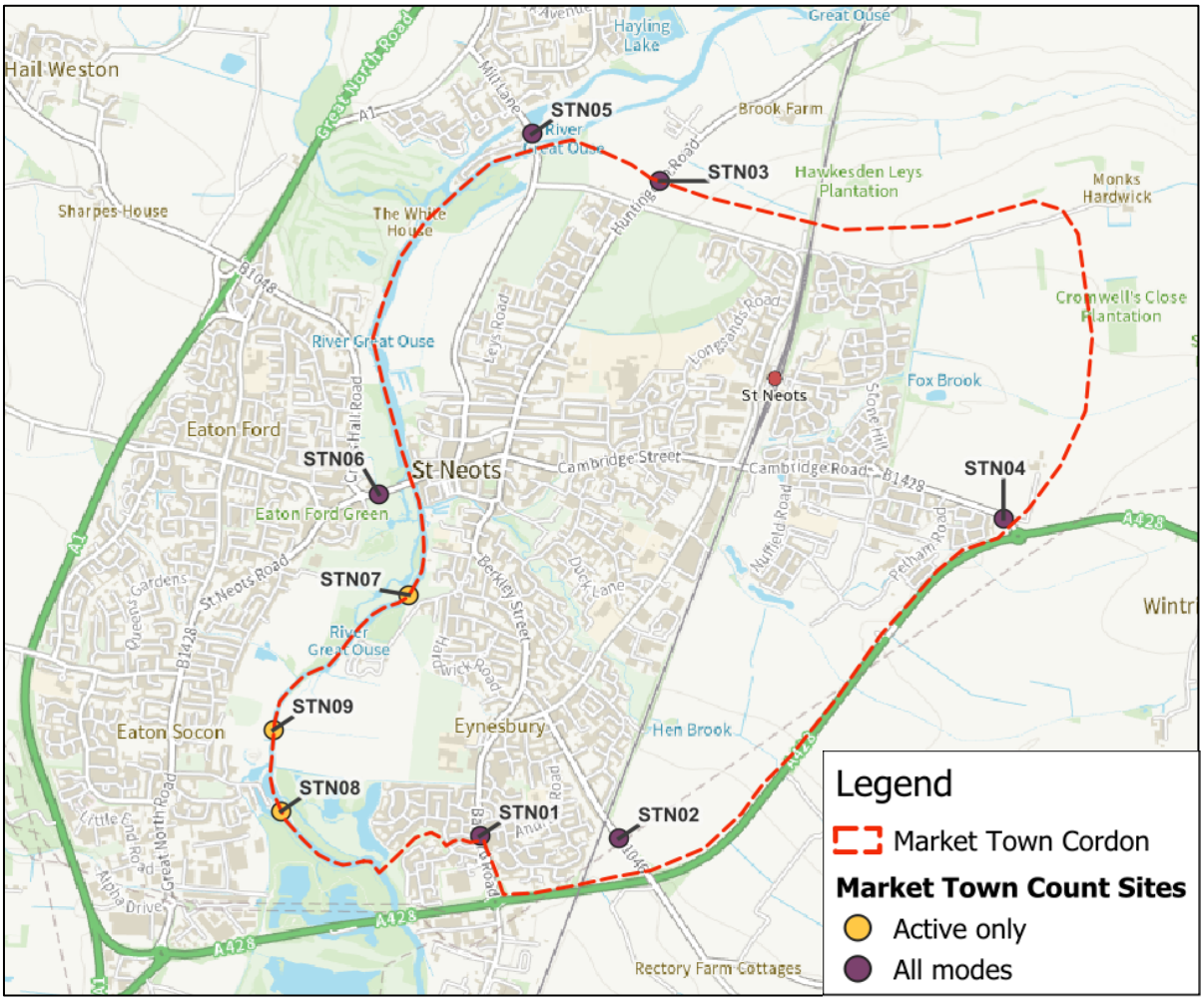
4.9.3 St Neots is located just east of the A1 which provides direct road links to the north and south of the country. It is also situated on the A428 which provides direct links to Bedford to the west and Cambridge to the east. St Neots has a train station to the north of the town, with direct links to London, Peterborough and Huntingdon. Buses also provide routes to Cambridge, Bedford and nearby villages.

4.9.4 In 2023, the St Neots town cordon is made up of 9 sites. The location of these sites can be seen in Figure 40.

[20] Cambridgeshire County Council mid-2022 population estimate. Source: Cambridgeshire & Peterborough Insight – Population – Local Population Estimates and Forecasts

[21] Estimated from the Business Register and Employment Survey 2023.

Figure 40: St Neots Cordon Survey Locations in 2023



Site No.	Road name	Location Description	Modes
STN01	Barford Road	Next to Ream Cl footpath	All modes
STN02	Potton Road	Near railway bridge	All modes
STN03	Huntingdon Road	Near Priory Hill / Mill lane roundabouts	All modes
STN04	Cambridge Road	Cambridge Road approach to A428	All modes
STN05	Mill Lane	Near junction with Skipper Way	All modes
STN06	St Neots Road	Between River and Crosshall Road	All modes
STN07	Coneygeare Bridge	On footbridge near Coneygeare Road	Active only
STN08	Eaton Socon Sluice	On bridge from School Ln to Barford Rd Park	Active only
STN09*	Willow Bridge	On Willow Bridge	Active only

*Data from Autumn 2023 onwards.

4.9.5 Data is collected for all modes of transport at six of the nine sites and the remaining three sites are situated on footpaths or cycle paths where only active flows are captured. Site 9 Willow Bridge (cycle path) has been excluded from the cordon total because data here only began being collected in 2023 and including it introduced challenges with being able to compare active flows over time.

Analysis by mode

4.9.6 Table 30 shows the traffic counts recorded in 2011, 2019 and 2023 by mode. In 2023, a total of nearly 57,000 motorised vehicles, pedal cycles and pedestrians were counted entering or leaving St Neots. This represents a 3% increase from the 2011 despite a 7% decrease from 2019.

Table 30: Flows counted entering and exiting St Neots by mode.

Mode of transport	2011	2019	2023	% change 2011 to 2023	% change 2019 to 2023
Car	43,739	49,376	45,272	+4%	-8%
Motorcycles	177	295	180	+2%	-39%
LGV	6,893	6,448	7,487	+9%	+16%
Bus	494	261	223	-55%	-15%
HGV	876	1,391	731	-17%	-47%
Total Motor Vehicles	**52,179**	**57,771**	**53,893**	**+3%**	**-7%**
Pedal Cycles	817	785	556	-32%	-29%
Pedestrians	1,978	2,584	2,397	+21%	-7%
E-scooters	-	-	29	n/a	n/a
Total Active Travel	**2,795**	**3,369**	**2,982**	**+7%**	**-11%**
Total Count	**54,974**	**61,140**	**56,875**	**+3%**	**-7%**

E-scooters included in surveys from 2021 onwards. See 1.3.11)

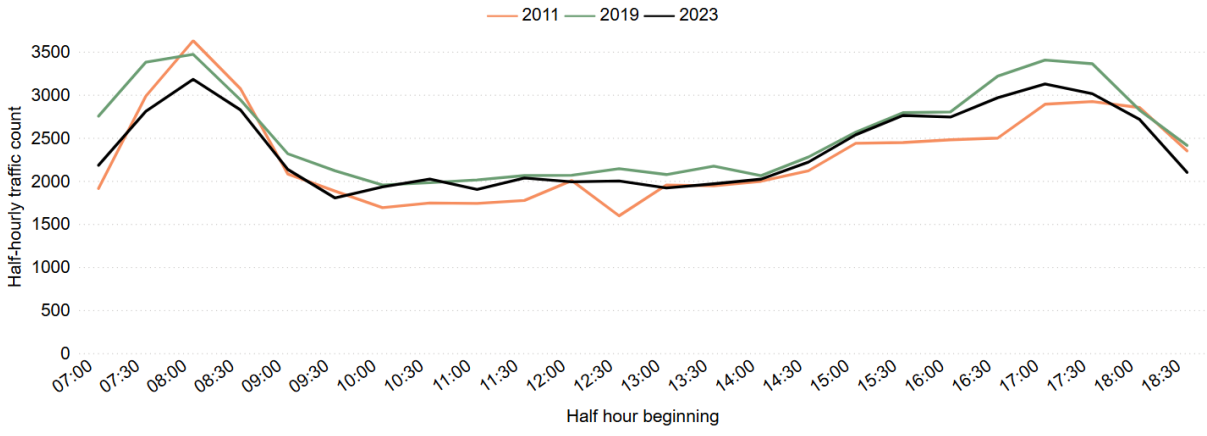
4.9.7 Active flows (pedal cycles, pedestrians and e-scooters) entering and exiting St Neots totalled just under 3,000 in 2023. This is a 7% increase from 2011 despite an 11% decrease from 2019. Pedal cycles have seen a larger percentage decrease (-29%) since 2019 than pedestrians (-7%).

4.9.8 Motorised flows (cars, motorcycles, LGVs, HGVs, buses) entering and exiting St Neots totalled almost 54,000 in 2023. This is a 3% increase from 2011 despite a 7% decrease from 2019. HGVs have seen the largest decrease since 2019 (-47%), followed by motorcycles (-39%). Again, LGVs are the only mode to have increased since 2019 (+16%).

Analysis by time of day

4.9.9 The half-hourly flow profile of traffic counts in 2011, 2019 and 2023 can be seen in Figure 41. Flows in 2023 have morning peaks (from 07:00 to 09:00) and evening peaks (from 16:00 to 18:00) that are below 2019 volumes. Volumes in the middle of the day are similar to 2019, and slightly ahead of 2011.

Figure 41: The flow profile of traffic counts in St Neots.



Analysis by location

4.9.10 Table 31 presents 2023 data for each of the individual survey sites in the St Neots cordon, comparing the 2019 and 2023 flows.

Table 31: Flows counted entering and exiting St Neots by route.

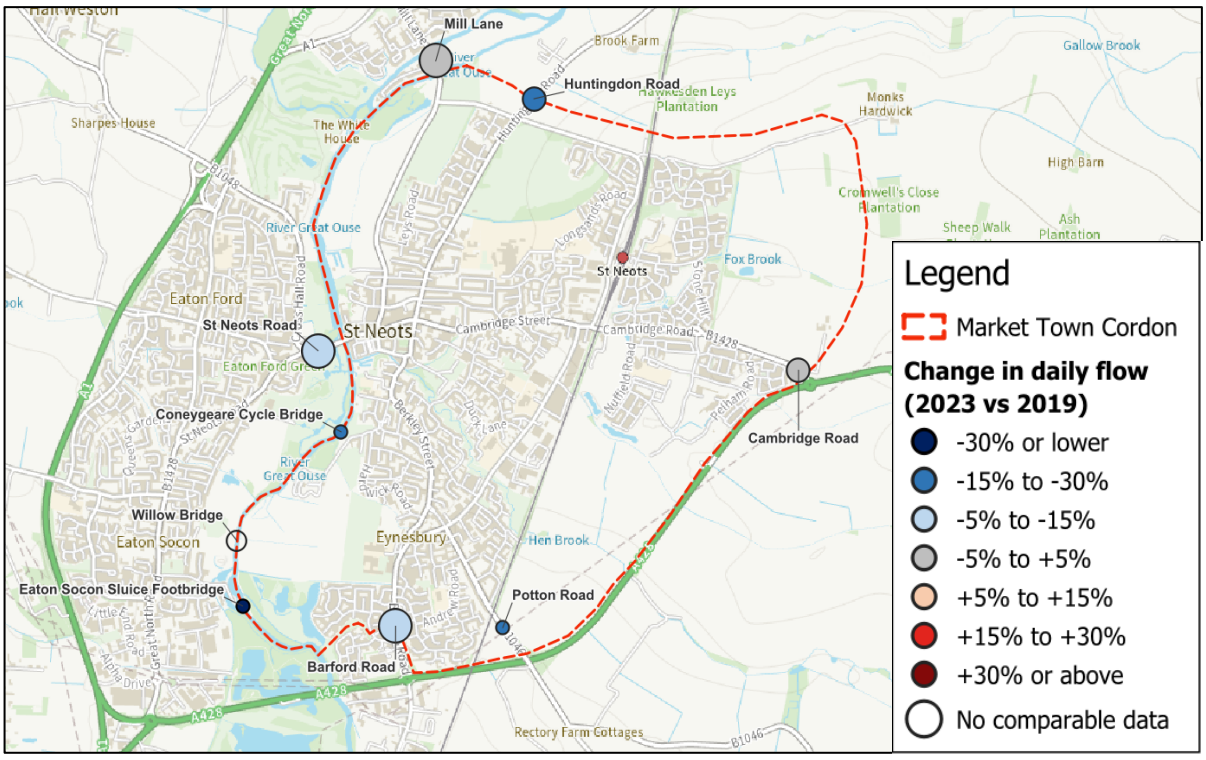
Site No.	Road name	Total flow 2019	Total flow 2023	% change from 2019 to 2023
STN01	Barford Road	15,326	14,257	-7%
STN02	Potton Road	4,144	3,264	-21%
STN03	Huntingdon Road	7,359	6,219	-15%
STN04	Cambridge Road	6,872	7,052	+3%
STN05	Mill Lane	10,303	10,300	No change
STN06	St Neots Road	16,155	15,076	-7%
STN07	Coneygeare Cycle Bridge	722	535	-26%
STN08	Eaton Socon Sluice	259	172	-34%
STN09*	Willow Bridge	No data	726	n/a

*Data from 2023 onwards only.

4.9.11 This data is also shown in the map in Figure 42. The size of the site bubble indicates the volume of traffic observed in Autumn 2023. The bubble colour shows the percentage change against 2019 volumes; blue tones are below 2019, grey tones are close to 2019 and red tones are above 2019.

4.9.12 All sites in St Neots with available data see a decrease in traffic volumes between 2019 and 2023, except for Cambridge Road which sees a slight increase (+3%) and Mill Lane which sees no change (0%).

Figure 42: St Neots traffic trends by site.



4.9.13 In 2023, the highest flow route into St Neots was St Neots Road. This site saw a 7% decrease in traffic volumes between 2019 and 2023, driven primarily by a decrease in cars (-9%), but counteracted slightly by a 17% increase in LGV volumes and a 3% increase in pedestrians.

4.9.14 To the east of St Neots, Cambridge Road saw a 3% increase in traffic volumes, including a 1% increase in cars, an 11% increase in buses and a 33% increase in LGV volumes. The increases at this site are likely the result of the significant new housing development along Cambridge Road to the east of St Neots.

4.9.15 Eaton Socon Sluice Footbridge saw the largest change from 2019, with a 34% decrease in total volumes. This is driven by a 34% decrease in pedestrians between 2019 and 2023. However, the low volumes and dominance of active travel at this site mean it is susceptible to larger fluctuations in flows, especially in percentage terms.

St Neots: Performance against targets

4.9.16 In 2023, 95% of the flows entering and exiting St Neots were motorised, which is consistent with 2011 and 2019. The majority of motorised vehicle flows entering and exiting St Neots are cars (80% of flows). Motorised flows have increased modestly from 2011 to 2023 (+3%), despite a decrease of 8% since 2019, likely as a result of the pandemic.

4.9.17 Trips into St Neots from nearby Little Paxton and the Eatons are likely to be shorter in distance and therefore have potential to be made by active modes. Outside of these immediate nearby settlements, the area around St Neots is more rural in nature meaning that distances to other settlements are likely too far to travel by cycle or on foot. This makes public transport the more likely sustainable mode of transport for most of the trips in/out of St Neots. Trips taking place within St Neots and the neighbouring settlements, however, are feasible to undertake by active travel given the size of this area (approximately 5km across).

4.10 Whittlesey

4.10.1 Whittlesey is a town in Fenland which is located just east of Peterborough. It has a resident population of approximately 18 thousand people (2022)[22] and is a workplace for approximately 3 thousand employees (2023)[23]. In 2011, approximately 62% of people working in Whittlesey were found to live outside of Whittlesey in places like Peterborough, March, Wisbech, Chatteris and Ramsey. This indicates a relatively low level of demand to enter the town for work purposes.

4.10.2 In 2011, approximately 81% of working Whittlesey residents commute to jobs outside of Whittlesey. Based on the DataShine Commute tool (2011 Census data), Whittlesey residents predominantly commute to workplaces in Peterborough given its close proximity (approx. 5km). Some residents also commute further to Wisbech and March and smaller numbers go to Chatteris, Ramsey, Huntingdon, Oundle and Market Deeping. The majority of commutes are made by car, despite the provision of an off-road cycle route and a direct train service to Peterborough which is 5-10km away. Bus trips to Peterborough are more popular than train trips, perhaps because the bus routes run closer to home or work, or because tickets are cheaper.

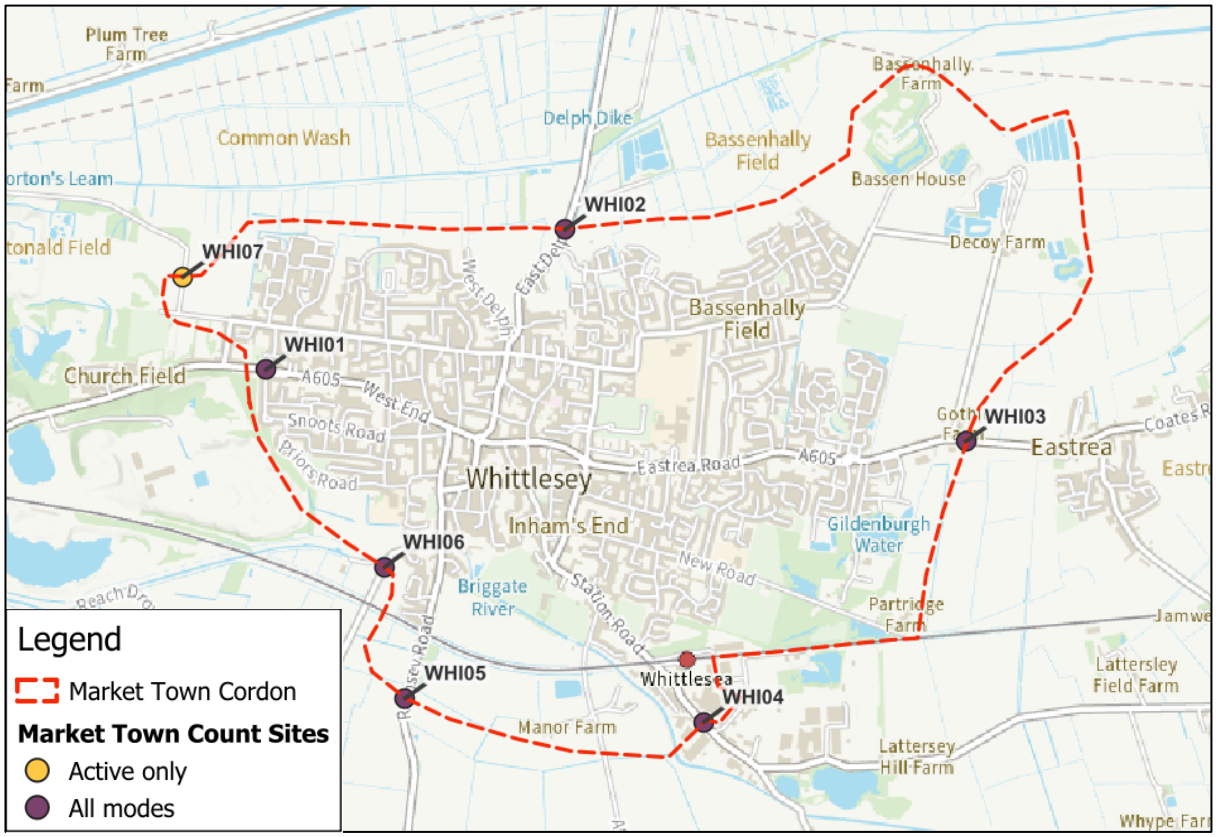
4.10.3 The A605 runs through the centre of the town, connecting Whittlesey with Peterborough to the west and the A47 to the east. Whittlesey has a train station to the south of the town, with direct links to Peterborough, Ely and Ipswich. The town also has a bus interchange in the centre which serves buses to Peterborough, Ramsey and March.

4.10.4 The Whittlesey town cordon in 2023 is made up of 7 sites. The location of these sites can be seen in Figure 43.

[22] Cambridgeshire County Council mid-2022 population estimate. Source: Cambridgeshire & Peterborough Insight – Population – Local Population Estimates and Forecasts

[23] Estimated from the Business Register and Employment Survey 2023.

Figure 43: Whittlesey Cordon Survey Locations 2023



Site no.	Road name	Location Description	Modes
WHI01	Peterborough Road	On A605 Peterborough Road junction with Snoots Road	All modes
WHI02	East Delph	Near junction with Wetland Wy	All modes
WHI03	Eastrea Road	Near junction with Drybread Road	All modes
WHI04	Station Road	Near junction with Aaron Road	All modes
WHI05	Ramsey Road	Near Rotary Wood	All modes
WHI06	Blackbush Drove	On Blackbush Drove near King's Dike	All modes
WHI07	End of Stonald Road	Near Whittlesey Football Ground off Stonald Road	Active only

Analysis by mode

4.10.5 Table 32 shows traffic counts in 2011, 2019 and 2023 by mode. In 2023, almost 32,000 motorised vehicles, pedal cycles and pedestrians were counted entering or leaving Whittlesey. This is a 6% increase from 2011 despite a 15% decrease from the 2019.

Table 32: Flows counted entering and exiting Whittlesey by mode.

Mode of transport	2011	2019	2023	% change 2011 to 2023	% change 2019 to 2023
Car	22,574	28,289	23,929	+6%	-15%
Motorcycles	151	152	114	-25%	-25%
LGV	4,841	5,533	5,359	+11%	-3%
Bus	293	116	68	-77%	-41%
HGV	1,455	2,351	1,544	+6%	-34%
Total Motor Vehicles	**29,314**	**36,441**	**31,014**	**+6%**	**-15%**
Pedal Cycles	179	240	177	-1%	-26%
Pedestrians	259	385	404	+56%	+5%
E-scooters	-	-	6	n/a	n/a
Total Active Travel	**438**	**625**	**587**	**+34%**	**-6%**
Total Count	**29,752**	**37,066**	**31,601**	**+6%**	**-15%**

E-scooters included in surveys from 2021 onwards. See 1.3.11)

4.10.6 Active flows (pedal cycles, pedestrians and e-scooters) totalled 587 in 2023. This is a 34% increase from 2011 despite a 6% decrease from 2019. Although pedestrians saw a slight increase from 2019 to 2023 (+5%), pedal cycles saw a large decrease (-26%). Volumes of active travel are low in comparison to motorised modes and make up 2% of the flows crossing the town boundary.

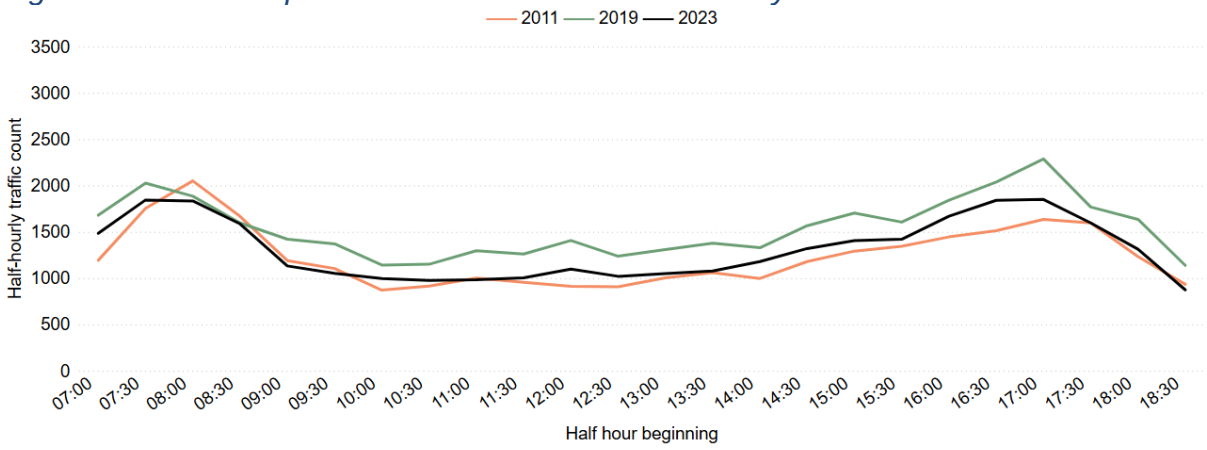
4.10.7 Motorised flows (cars, motorcycles, LGVs, HGVs, buses) totalled just over 31,000 in 2023. This is a 6% increase from 2011 despite a 15% decrease from 2019. All motorised modes saw a decrease since 2019, particularly buses (-41%) and HGVs (-34%).

Analysis by time of day

4.10.8 The half-hourly flow profile of traffic counts in 2011, 2019 and 2023 can be seen in Figure 44. Flows in 2023 are below 2019 for most of the day, most notably in the middle of the day and during the evening.

4.10.9 The 2023 flow is similar to 2011 throughout the day with the exception of a higher evening peak in 2023.

Figure 44: The flow profile of traffic counts in Whittlesey.



Analysis by location

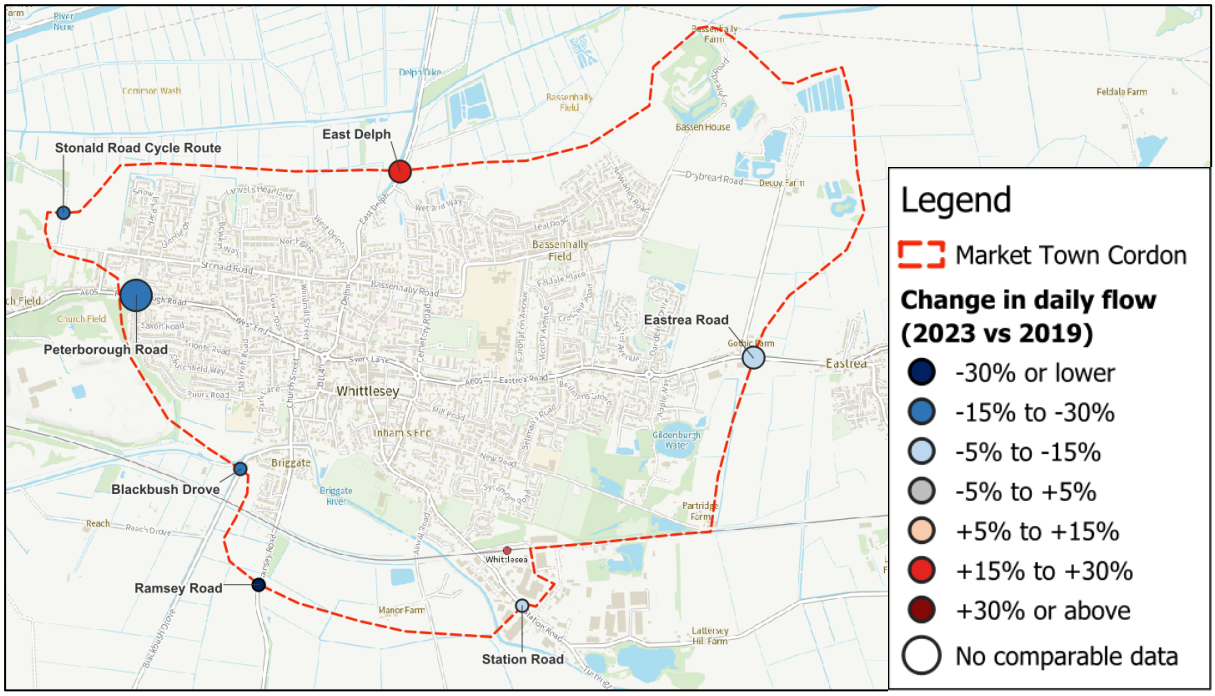
4.10.10 Table 33 presents 2019 and 2023 data for each of the individual survey sites in the Whittlesey cordon.

Table 33: Flows counted entering and exiting Whittlesey by route.

Site No.	Road name	Total flow 2019	Total flow 2023	% change from 2019 to 2023
WHI01	Peterborough Road	12,704	10,098	-21%
WHI02	East Delph	6,698	7,862	+17%
WHI03	Eastrea Road	9,700	8,332	-14%
WHI04	Station Road	2,270	1,982	-13%
WHI05	Ramsey Road	5,208	2,924	-44%
WHI06	Blackbush Drove	218	177	-19%
WHI07	End of Stonald Road	268	226	-16%

4.10.11 The data is also shown in the map in Figure 45. The size of the site bubble indicates the volume of traffic observed in Autumn 2023. The bubble colour shows the percentage change against 2019 volumes; blue tones are below 2019, grey tones are close to 2019 and red tones are above 2019.

Figure 45: Whittlesey traffic trends by site.



4.10.12 All sites in Whittlesey see a decrease in flows compared to 2019 with the exception of East Delph (+17%). Ramsey Road is furthest behind 2019 (-44%).

4.10.13 Peterborough Road and Eastrea Road are the highest flow routes in 2023 and both see a decrease on 2019 volumes, -21% and -14% respectively. These decreases are driven by car decreases at both sites (-22% and -15% respectively), and both locations also see decreases in all other modes of motorised transport. Despite the decreasing

motorised trend, Peterborough Road sees increases in active travel, including a 52% increase in cyclists, though overall numbers are still low.

4.10.14 East Delph sees a 17% increase in overall traffic between 2019 and 2023, including an 18% increase in cars and a 28% increase in LGV volumes. However, there was a decrease in HGVs (-26%). The building of a new housing estate on the northern fringe of Whittlesey could explain this increase in traffic entering and exiting the town along this route.

4.10.15 Station Road, in the southeast of Whittlesey, experienced a 13% decrease in traffic volumes since 2019 mainly due to a 16% decrease in cars.

Whittlesey: Performance against targets

4.10.16 In 2023, less than 2% of the flows entering/exiting Whittlesey were made using active modes. This is comparable to 2011 and 2019 suggesting that active travel has not increased in popularity for trips entering or exiting Whittlesey.

4.10.17 This is, perhaps, not surprising given the rural nature of the area around Whittlesey meaning that distances between Whittlesey and nearby settlements are often too far to travel by cycle or on foot. This makes public transport the more likely sustainable mode of transport for trips in/out of Whittlesey. Trips taking place within Whittlesey, however, should be more feasible to undertake by active travel given that the town is relatively small (approximately 2.5km across). Whittlesey is at least 6km away from the eastern edge of Peterborough which is equivalent to the length of the average cycle trip in England. Based on this and the high quality cycle infrastructure between Peterborough and Whittlesey (National Cycle Route 21 and 63), almost 100 cycles were recorded entering Whittlesey from the west during the 12-hour survey period.

4.10.18 As with the other Market Towns, cars make up most of the motorised counts entering Whittlesey in 2023 (76% of total counts). However, Whittlesey also sees a large proportion of LGVs (17% of total counts) and heavy goods vehicles (5% of total counts). This is likely due to the industrial nature of the town, for example the large industrial estates to the southeast on the B1093.

4.10.19 To reach the Council's ambitious 2045 net zero target, industrial employment areas such as this will need to be targeted – both in terms of commuting and business travel. This is likely to rely on a variety of sustainable modes such as active travel and public transport, plus encouraging the use of electric or low emission vehicles for those with mobility issues or where the transportation of large/heavy items is essential.

4.11 Wisbech

4.11.1 Wisbech is a town in Fenland which is situated in the north-east of Cambridgeshire, on the border with Norfolk. It has a resident population of approximately 24 thousand people (2022)[24] and is a workplace destination for approximately 16 thousand employees (2023)[25]. In 2011, approximately 61% of people commuting to jobs in Wisbech were found to live outside of Wisbech in places like Peterborough, Kings Lynn, March, Chatteris, Downham Market and many smaller settlements in the area around Wisbech. This indicates a relatively high level of demand to enter the town for work purposes.

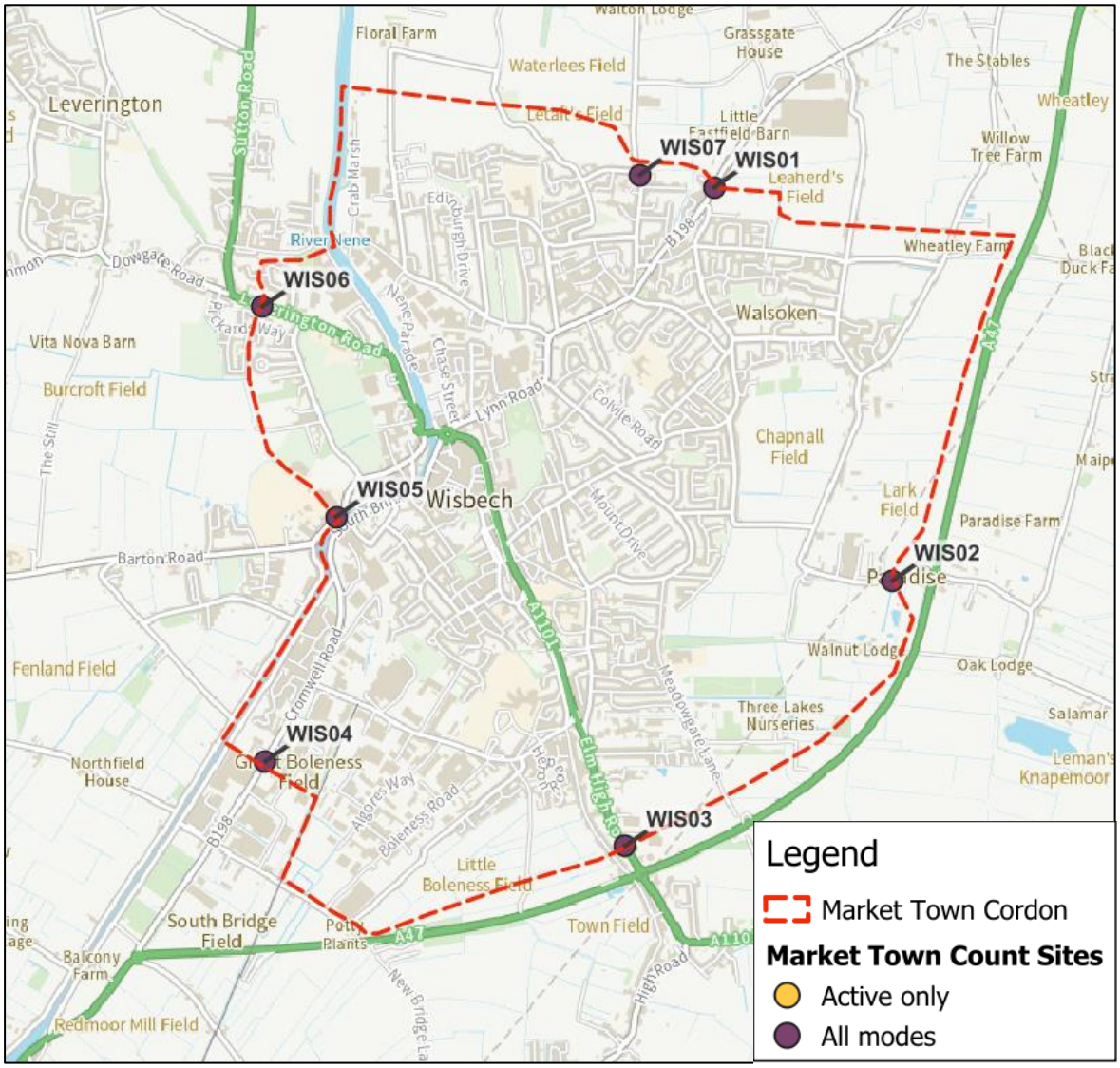
4.11.2 In 2011, approximately 46% of working Wisbech residents commute to jobs outside of Wisbech. Based on the DataShine Commute tool (2011 Census data), Wisbech residents mainly work within Wisbech with smaller numbers commuting to King's Lynn, March, Long Sutton and Peterborough. All of the commutes made by walking or cycling are to places within or on the outskirts of Wisbech whilst the vast majority of commutes made elsewhere are by car. No commutes are made by train as Wisbech does not have a railway station. Bus use is low, perhaps because bus services do not serve the necessary locations at the required times of day. Agricultural and factory-based jobs are common in this area which likely require workers to get to out of town locations for shift patterns that may not align with the typical 9-5 day.

4.11.3 The A1101 runs through the centre of the town and the nearby A47 provides easy links to Kings Lynn to the north-east and Peterborough to the west. Wisbech does not have a train station but does have a bus station in the centre of town. Wisbech has bus services connections to places such as Kings Lynn, Norwich and Peterborough.

4.11.4 The Wisbech town cordon in 2023 is made up of 7 sites. The location of these sites can be seen in Figure 46.

[24] Cambridgeshire County Council mid-2022 population estimate. Source: Cambridgeshire & Peterborough Insight – Population – Local Population Estimates and Forecasts
[25] Estimated from the Business Register and Employment Survey 2023.

Figure 46: Wisbech Cordon Survey Locations 2023



Site no.	Road name	Location Description	Modes
WIS01	Lynn Road	Near junction with Old Lynn Road	All modes
WIS02	Broadend Road	Between Wisbech and A47	All modes
WIS03	Elm High Road	Near Morrisons	All modes
WIS04	Cromwell Road	Outside McDonald's	All modes
WIS05	North Brink	Outside Wisbech Grammar School	All modes
WIS06	Leverington Road	Near Leverington Road bus stop	All modes
WIS07	Walton Road	Outside Rose Lodge care home	All modes

Analysis by mode

4.11.5 Table 34 shows traffic counts in 2011, 2019 and 2023 by mode. In 2023, over 63,000 motorised vehicles, pedal cycles and pedestrians were counted entering or leaving Wisbech. This represents a 6% increase from 2011 despite a 9% decrease from 2019.

Table 34: Flows counted entering and exiting Wisbech by mode.

Mode of transport	2011	2019	2023	% change 2011 to 2023	% change 2019 to 2023
Car	45,242	55,786	49,865	+10%	-11%
Motorcycles	281	275	237	-16%	-14%
LGV	9,261	8,355	9,574	+3%	+15%
Bus	671	321	273	-59%	-15%
HGV	3,340	3,502	2,548	-24%	-27%
Total Motor Vehicles	**58,795**	**68,239**	**62,497**	**+6%**	**-8%**
Pedal Cycles	235	312	179	-24%	-43%
Pedestrians	632	838	649	+3%	-23%
E-scooters	-	-	4	n/a	n/a
Total Active Travel	**867**	**1,150**	**832**	**-4%**	**-28%**
Total Count	**59,662**	**69,389**	**63,329**	**+6%**	**-9%**

E-scooters included in surveys from 2021 onwards. See 1.3.11)

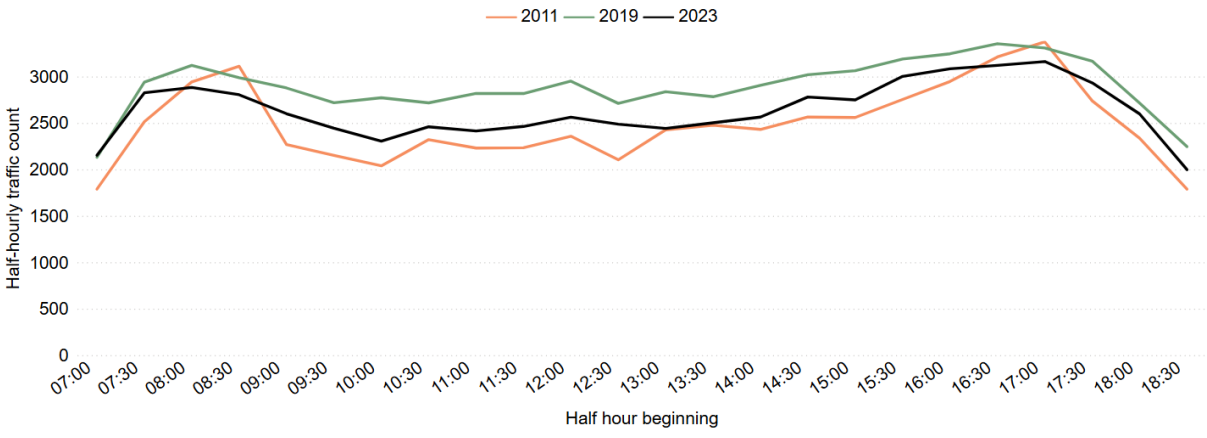
4.11.6 Active flows (pedal cycles, pedestrians and e-scooters) totalled just under 1,000 observations in 2023. This is a 4% decrease from 2011, largely due to a 28% decrease from 2019. There are more than three times as many pedestrians than pedal cycles counted entering and exiting Wisbech in 2023.

4.11.7 Motorised flows (cars, motorcycles, LGVs, HGVs, buses) totalled just over 62,000 in 2023. This is a 6% increase from 2011 despite an 8% decrease from 2019. Only LGVs saw an increase between 2019 and 2023 (+15%). Motorised counts accounted for almost 99% of the flows observed in 2023.

Analysis by time of day

4.11.8 The half-hourly flow profile of traffic counts in 2011, 2019 and 2023 can be seen in Figure 47**.** Flows in 2023 remain below 2019 volumes and are furthest away from 2019 levels during the middle part of the day. The 2023 morning and afternoon peaks are below 2019 but follow a similar profile. Flows in 2011 were lower in the middle of the day compared with both 2019 and 2023 with the exception of the morning and evening peaks which were very slightly higher in 2011.

Figure 47: The flow profile of traffic counts in Wisbech.



Analysis by location

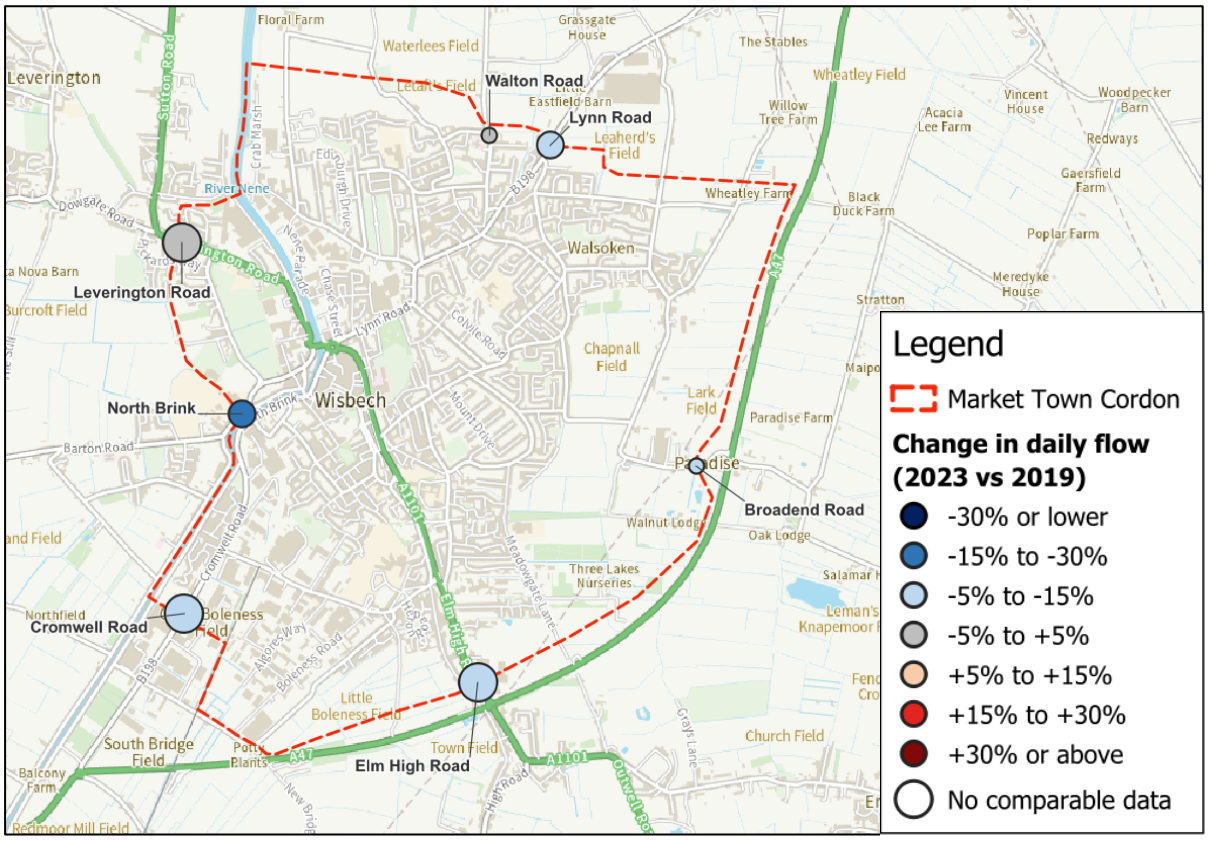
4.11.9 Table 35 presents 2023 data for each of the individual survey sites in the Wisbech cordon, comparing 2019 with 2023 flows.

Table 35: Flows counted entering and exiting Wisbech by route.

Site No.	Road name	Total flow 2019	Total flow 2023	% change (2019 to 2023)
WIS01	Lynn Road	9,232	8,662	-6%
WIS02	Broadend Road	2,173	1,875	-14%
WIS03	Elm High Road	17,211	15,580	-9%
WIS04	Cromwell Road	15,958	14,590	-9%
WIS05	North Brink	5,612	4,274	-24%
WIS06	Leverington Road	16,685	15,922	-5%
WIS07	Walton Road	2,518	2,426	-4%

4.11.10 The data is also shown in the map in Figure 48. The size of the site bubble indicates the volume of traffic observed in Autumn 2023. The bubble colour shows the percentage change against 2019 volumes; blue tones are below 2019, grey tones are close to 2019 and red tones are above 2019.

Figure 48: Wisbech traffic trends by site.



4.11.11 All sites in Whittlesey see a decrease compared to 2019 volumes. Walton Road is closest to 2019 levels (-4%), whilst North Brink is furthest from 2019 levels (-24%).

4.11.12 The highest volume site in Wisbech in 2023 is Leverington Road (A1101) to the north of Wisbech. This site saw a 5% decrease in traffic volumes from 2019 due to a 6%

decrease in cars and a 32% decrease in HGVs. Meanwhile, LGV and pedestrian volumes both increased.

4.11.13 Elm High Road, also part of the A1101, to the south of Wisbech saw decreases in traffic volumes of 9% compared to 2019. An 11% decrease in cars at this site was counteracted slightly by a 14% increase in LGV volumes. Active travel volumes were down by 6% in 2023.

4.11.14 North Brink saw the largest decrease in traffic with a 23% decrease in motorised traffic (majority cars and LGVs) and a 35% decrease in active travel (majority pedestrians) compared to 2019.

Wisbech: Performance against targets

4.11.15 In 2023, less than 1% of total counts entering and exiting Wisbech were active flows, with just over 800 recorded during the 12-hour survey period which is broadly consistent with previous years. Pedal cycle counts make up approximately a quarter of active flows with the majority of active flows being pedestrians on North Brink (closest site to the town centre).

4.11.16 This is, perhaps, not surprising given the rural nature of the area around Wisbech meaning that distances between Wisbech and nearby settlements are often too far to travel by cycle or on foot. This makes public transport the more likely sustainable mode of transport for trips in/out of Wisbech. Many trips taking place within Wisbech, however, should be more feasible to undertake by active travel given that the town is relatively small (no more than 4km across). Wisbech is at least 15km away from nearby major settlements (e.g. March, Downham Market and King's Lynn) which means walking and cycling into Wisbech is unlikely, although there are a number of smaller villages within 5km of Wisbech.

4.11.17 Almost 80% of total counts entering and exiting Wisbech in 2023 were cars, increased from 70% in 2011. Similar to Whittlesey, a large proportion of LGVs (15% of total counts) and heavy goods vehicles (4% of total counts) were also recorded. Again, this likely reflects the industrial nature of local employment, including the Port of Wisbech to the north of the town and industrial estates in the south.

To reach the Council's ambitious 2045 net zero target, industrial employment areas such as this will need to be targeted – both in terms of commuter and business travel. This is likely to rely on a variety of sustainable modes such as active travel and public transport, plus encouraging the use of electric or low emission vehicles for those with mobility issues or where the transportation of large/heavy items is essential.

5 ACTIVE TRAVEL

5.1.1 Walking and cycling volumes across the county are monitored through a range of methods including the annual cycle route monitoring survey, data collected by permanent counters (TagMaster counters and VivaCity sensors) and through the Department for Transport (DfT) annual walking and cycling statistics.

5.1.2 Analysis of the data collected from the permanent counters is available through a suite of dashboards available on the Cambridgeshire and Peterborough Insight website. Analysis of the annual traffic survey data and DfT walking and cycling statistics are presented below.

5.2 Cycle Route Monitoring Survey

The annual Cycle Route Monitoring (CRM) survey typically takes place in Spring each year. This survey has monitored popular walking and cycling routes across Cambridge and South Cambridgeshire (see Figure 49) every year since 2007. Pedal cycles and pedestrians, and in more recent years e-scooters and horses, are counted from 7am-7pm on a weekday in May. The 2023 Cycle Route Monitoring survey was conducted on Wednesday 10th May 2023 which is a neutral day (see Appendix 9.2). Data for 2023 and previous years is presented in section 9.4.

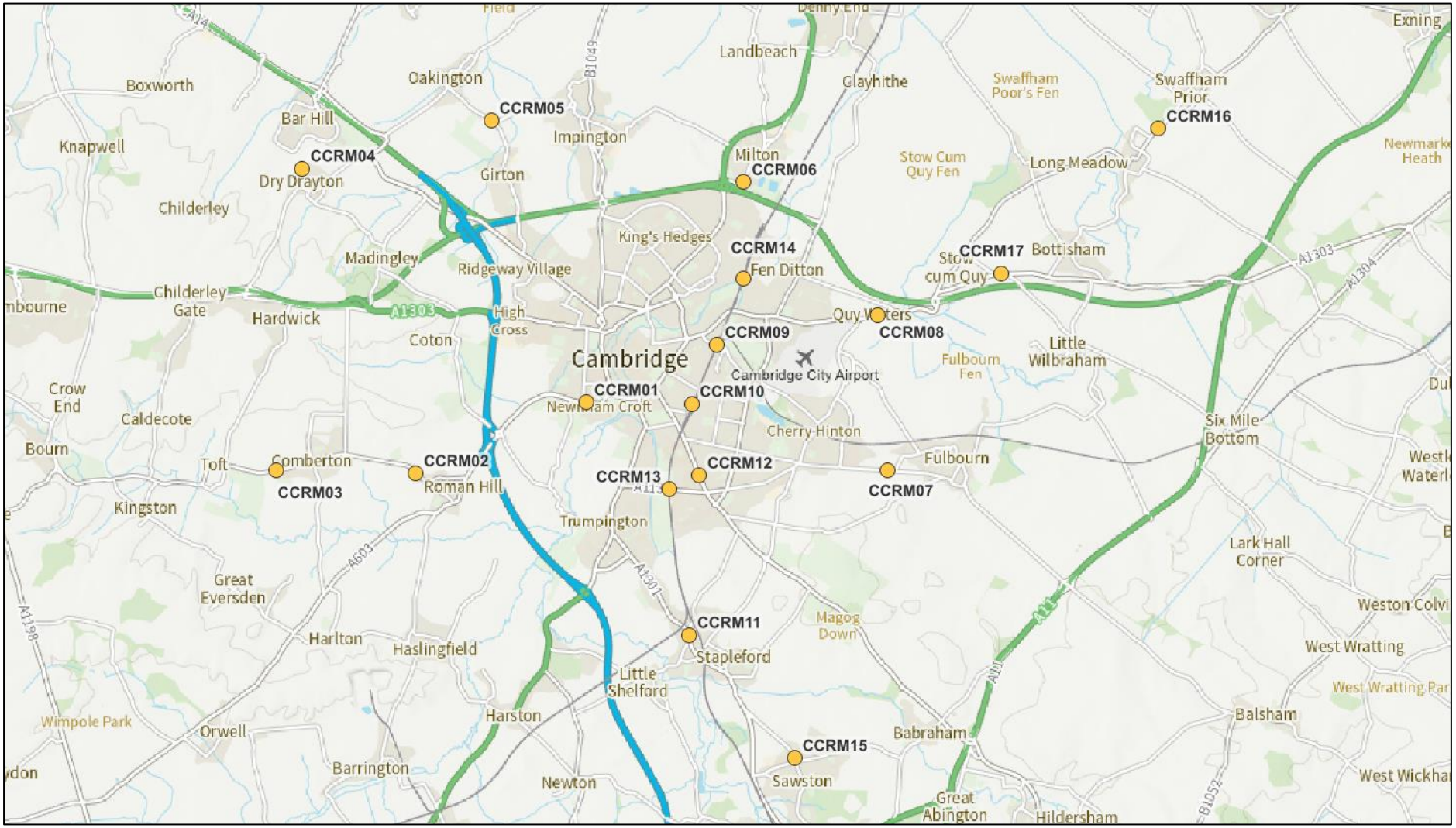
5.2.1 Due to the pandemic, the survey was undertaken in both the Spring and Autumn in 2020 and 2021 to better understand the rapidly changing picture.

5.2.2 As traffic flows naturally fluctuate day-to-day, especially active travel flows due to external events such as weather, the use of the single day counts to monitor precise changes in flows over time is not recommended. The data collected is therefore only intended to provide an indication of trends over time rather than providing precise monitoring.

Table 36: Cycle Route Monitoring Locations.

Site no.	Road Name	Settlement	Location Description
CCRM01	Barton Road	Cambridge	Outside Newnham College
CCRM02	Comberton Road	Barton	Near junction between Comberton Road and Hines Close
CCRM03	Toft Road	Comberton	Outside Comberton Village College
CCRM04	High Street	Dry Drayton	On path from Dry Drayton to Bar Hill
CCRM05	Oakington Road	Oakington	Near Midfield Lodge nursing home
CCRM06	Cambridge Road	Milton	Milton Country Park
CCRM07	Cambridge Road	Fulbourn	Near Fulbourn hospital
CCRM08	Newmarket Road	Teversham	Near Cambridge City Airport
CCRM09	Coldham's Lane	Cambridge	Next to Beehive Centre
CCRM10	Carter Cycle Bridge	Cambridge	On cycle bridge near Cambridge rail station
CCRM11	High Green	Great Shelford	Near junction between High Green and Maris Green
CCRM12	Hills Road	Cambridge	At junction with Glebe Road, outside The Perse Upper School
CCRM13	Long Road	Cambridge	Outside Long Road Sixth Form College
CCRM14	Jubilee Way	Cambridge	On Cycleway leading from Stourbridge Common towards Cambridge North
CCRM15	Cambridge Road	Sawston	Near Sawston Village College
CCRM16	Station Road	Swaffham Bulbeck	Between Swaffham Bulbeck and Swaffham Prior
CCRM17	Newmarket Road	Stow Cum Quy	On Newmarket Road between Stow Cum Quy and Bottisham

Figure 49: Cycle Route Monitoring Locations, 2023 (interactive map available)



5.3 Analysis by Mode

5.3.1 Table 37 shows the total counts captured by the survey in 2023 by mode. The 2023 data is compared to both 2011 and 2019. In 2023, almost 22,000 pedal cycles and pedestrians were counted across the cycle route monitoring sites. This is a 2% increase from 2019 and a 6% increase from 2011. In 2023, pedal cycles made up 66% of active travel counts which is slightly below the 70% recorded in 2011 and 2019.

Table 37: Cycle Route Monitoring: Total counts of pedestrians and pedal cycles.

Mode of transport	2011	2019	2023	% change (2011 to 2023)	% change (2019 to 2023)
Pedal Cycles	14,483	15,135	14,470	No change	-4%
Pedestrians	6,137	6,338	7,380	+20%	+16%
Total	**20,620**	**21,473**	**21,850**	**+6%**	**+2%**

5.3.2 Almost 14,500 pedal cycles were counted in 2023. This is a 4% decrease from 2019, and very similar to the level recorded in 2011. Hills Road (CCRM12) and Carter Cycle Bridge (CCRM10) recorded the highest number of pedal cycles in 2023, with over 2,000 per day at each site.

5.3.3 Over 7,000 pedestrians were counted in 2023. This is a 16% increase from 2019, and a 20% increase from 2011. Pedestrian counts were found to be highest on Coldham's Lane (CCRM09), Hills Road (CCRM12), Long Road (CCRM13), Jubilee Way (CCRM14) and Barton Road (CCRM01), all of which are in Cambridge city. Many of the other CRM survey sites are quite rural, so lower numbers of pedestrians are to be expected.

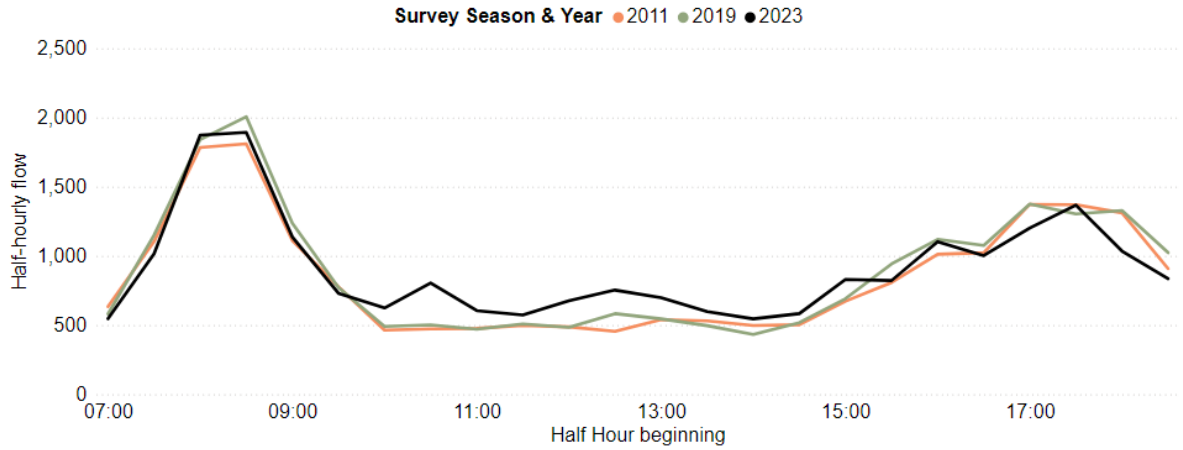
5.3.4 Horses and e-scooters began to be counted from 2023. In 2023, almost 450 e-scooters were recorded, mostly on Hills Road (CCRM12, 123 e-scooters) and on the Carter Cycle Bridge (CCRM10, 104 e-scooters) in Cambridge where the e-scooter trial scheme is taking place. In 2023, 4 horses were recorded during the Cycle Route Monitoring survey, 2 on Toft Road in Comberton (CCRM03) and 2 on Oakington Road in Oakington (CCRM05).

5.4 Analysis by Time of Day

5.4.1 The hourly flow profile recorded in 2011, 2019 and 2023 can be seen in Figure 50. This suggests that the flow profile has remained fairly similar. A morning peak can be observed from 08:00 to 09:00 and a shallower, more spread out evening peak can be seen from approximately 17:00 to 18:00.

5.4.2 The profile in 2023 is slightly different to the other two years due to the presence of slightly higher middle of the day flows from approximately 10:00 to 13:00. Higher flows during this period were also observed in 2015 and 2021, suggesting that that this pattern could be the result of fluctuations more so than a material change.

Figure 50: Cycle Route Monitoring: Hourly flow profile.



5.4.3 Table 38 presents active flows (pedestrians, cycles and e-scooters) recorded by the Cycle Route Monitoring and Cambridge Screenline surveys. These 2 surveys account for the majority of active travel trips across the four surveys – and therefore provide the best indication of when active travel trips take place.

Table 38: Cycle Route Monitoring and Cambridge River Screenline: Active Travel Half-Hourly Flows by Year.

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

Number of active trips per half hour:

- Below 3,000
- 3,000 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

5.4.4 This data suggests that the active travel evening peak (from 17:00 to 18:30) is gradually returning to pre-COVID levels. From 2017-2019, active flows in the evening peaked at around 5,500 per half hour. In 2023, an evening peak of just over 5,000 trips per half hour was recorded which is nearing pre-COVID levels and is an increase compared to 2021 (just below 4,000) and 2022 (around 4,500). The width of the evening peak is still narrower than it was pre-COVID but there are some signs of widening compared to 2021 and 2022.

5.4.5 In 2019, the morning active flow peak was observed to be just over 6,500 trips per half hour from 08.30 to 09:00. In 2023, peak volumes were still some 1,000 trips below this level (5,472) however this was still an increase compared to both 2021 (just over 4,000) and 2022 (just below 5,000).

5.4.6 The inter-peak period (middle of the day) is fairly consistent across all years, with the exception of 2020 when lockdown conditions led to significantly lower active flows at all times of day. Active flows in the middle of the day have remained fairly stable over time, typically ranging from 2,000 to 3,500 per half-hour. Inter-peak flows in 2023 closely resemble the levels recorded in 2019 suggesting that active travel recovery has continued to occur across the day.

5.5 Analysis by Location

5.5.1 Table 39 presents the total active flow (cycles and pedestrians) for each of the Cycle Route Monitoring sites for both 2019 and 2023, and compares the two. This demonstrates that the change in active flows varies a lot by location, with some sites seeing large increases since 2019 (Cambridge Road in Sawston +88%, Cambridge Road in Fulbourn +79% and Newmarket Road in Teversham +76%), and others seeing decreases since 2019 (Hills Road in Cambridge -25%, Coldham's Lane in Cambridge -23% and High Street, Dry Drayton -17%).

Table 39: Cycle Route Monitoring: Change in pedestrian and pedal cycle flows by site.

Site No.	Road Name	Total active flow 2019	Total active flow 2023	% change (2019 to 2023)
CCRM01	Barton Road, Cambridge	2,107	2,604	+24%
CCRM02	Comberton Road, Comberton	216	353	+63%
CCRM03	Toft Rd, West of Comberton	237	217	-8%
CCRM04	High St, Dry Drayton	183	152	-17%
CCRM05	Oakington Road, north of Girton	160	227	+42%
CCRM06	Cambridge Road, Milton	1,230	1,475	+20%
CCRM07	Cambridge Road, Fulbourn	169	302	+79%
CCRM08	Newmarket Road, Teversham	142	250	+76%
CCRM09	Coldham's Lane, Cambridge	2,876	2,210	-23%
CCRM10	Carter Cycle Bridge, Cambridge	3,324	3,098	-7%
CCRM11	High Green, Great Shelford	788	1,271	+61%
CCRM12	Hills Road, Cambridge	5,792	4,350	-25%
CCRM13	Long Road, Cambridge	2,100	2,575	+23%
CCRM14	Jubilee Way, Cambridge	1,625	1,817	+12%
CCRM15	Cambridge Road, Sawston	396	745	+88%
CCRM16	Station Road, Swaffham Bulbeck	47	78	+66%
CCRM17	A1303, Quy to Bottisham	81	126	+56%
	TOTAL	**21,473**	**21,850**	**+2%**

5.5.2 It is important to note that flows vary significantly by site and some sites recorded very low flows e.g. a 12-hour active flow of 78 on Station Road in Swaffham Bulbeck (CCRM16). Sites with lower flows are particularly sensitive to changes in flows so the absolute change and percentage change should both be considered. For example, at CCRM11 (Great Shelford) active flows increased by 483 which represents an increase of 61%, but at CCRM16 (Swaffham Bulbeck) an active flow increase of 31 represents a 66% increase because flows are much lower here. Of the five locations that reported

a reduction in active flows, two were likely as a result of small fluctuations at low flow sites.

5.5.3 Hills Road is the site with the largest percentage decrease in active flows between 2019 and 2023, with a 25% decrease. Hills Road is also the highest flow site in the Cycle Route Monitoring survey in 2023, with an active flow of nearly 4,500 over the 12-hour survey period. The reduction in flows is predominantly due to lower active flows in the morning peak compared to 2019. The permanent Vivacity sensor on Hills Road helps to confirm that there has been a reduction in active flows at this location.

5.5.4 However, the permanent sensor on Coldham's Lane suggests that there may actually have been an increase here. As the Cycle Route Monitoring survey takes place on a single day, the data from the permanent sensor is likely to provide a more robust picture than the annual survey.

5.5.5 Cambridge Road, Sawston (CCRM15) sees the largest percentage increase, with an 88% increase in active flows between 2019 and 2023. However, flows in 2019 were particularly low at this location compared to other years suggesting that that this pattern could be the result of fluctuations more so than a material change.

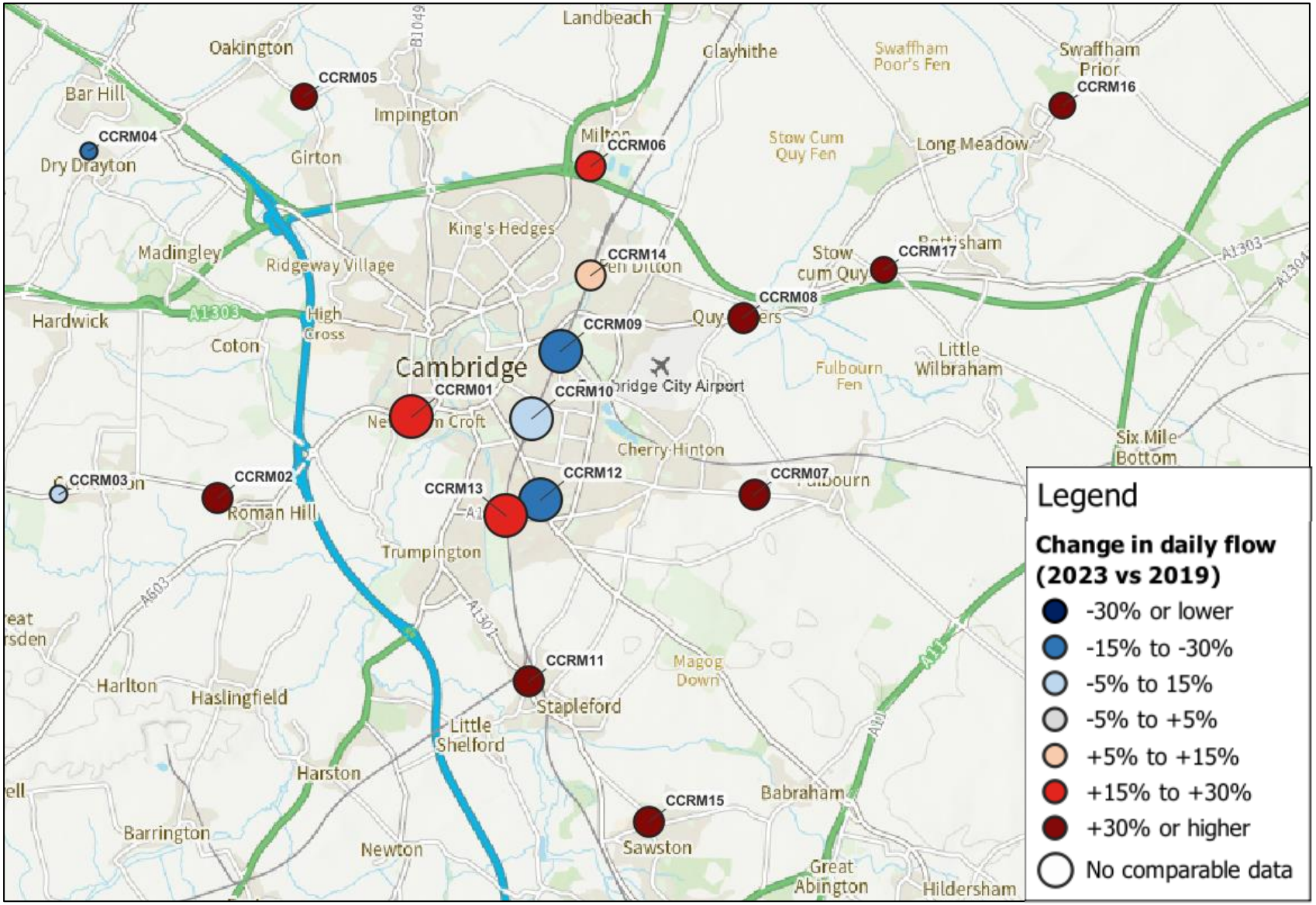
5.6 Performance Against Targets

5.6.1 Based on the active flows recorded by the Cycle Route Monitoring survey, pedal cycles are the more dominant mode compared to pedestrians. This perhaps reflects the more rural nature of many of the sites where journeys to work or to other facilities may be longer distance meaning walking may be less feasible than cycling. Cycle flows have remained fairly stable since 2011 but have reduced slightly since 2019 (-4%). Despite being less common, pedestrian flows have increased since 2011 (+20%) and since 2019 (+16%), indicating that demand for walking may be growing in this type of environments, perhaps mainly for leisure purposes.

5.6.2 The safety of those undertaking walking, wheeling or cycling journeys is paramount because people using these modes are considered to be vulnerable road users. This is largely because these modes of transport do not offer any layers of protection unlike a car or lorry. The Vision Zero Partnership closely monitors vulnerable road user collision trends. From 2017-19 to 2023, bicycle casualties decreased by 31% across Cambridgeshire, despite cycle flows remaining fairly stable. Pedestrian casualties decreased by 17% despite pedestrian flows increasing. This is encouraging and provides an initial indication that encouraging levels of active travel does not appear to be increasing levels of active travel road casualties.

Figure 51: Percentage change in active flows, 2019 vs 2023

The size of bubble reflects the total flow volume in 2023



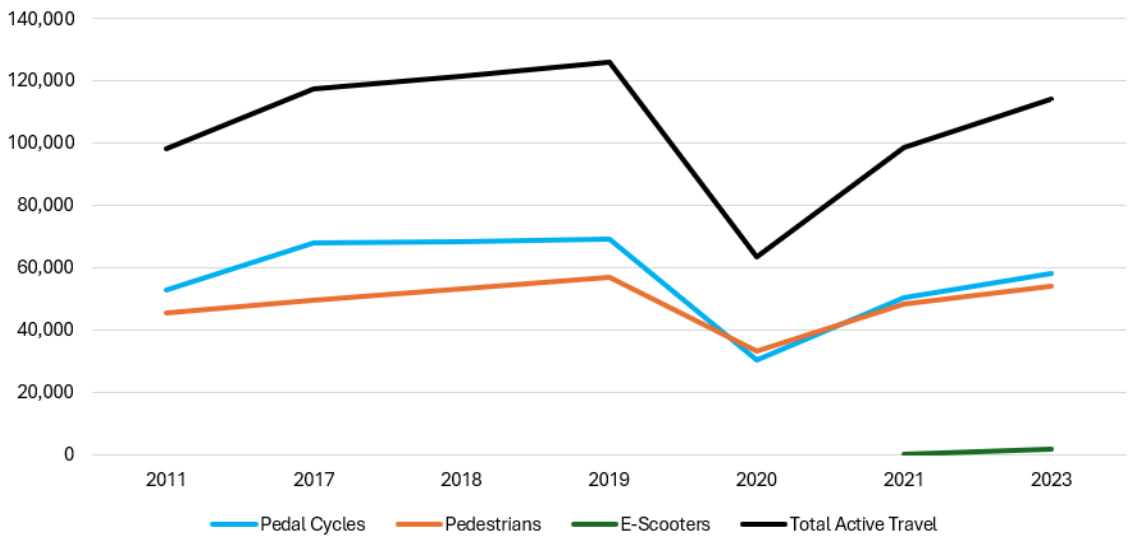
5.7 All Surveys

5.7.1 In addition to the Cycle Route Monitoring survey, pedestrian and cyclist volumes are also monitored at many other locations across Cambridgeshire through the other three annual surveys that take place. These surveys cover a much wider geographical area, outside of Greater Cambridge and it's therefore worth considering what all four surveys as a whole can tell us about active travel trends.

Walking and Cycling

5.7.2 Cycle volumes captured by the Cycle Route Monitoring, River Cam Screenline, Annual Town Monitoring and Cambridge Radial surveys have been added together to provide the total number of cyclists captured across all surveys each year – the results are presented in Figure 52.

Figure 52: Active travel volumes – all surveys combined



Note: Comparable data for 2022 is not available.

5.7.3 Cycle volumes across the four surveys totalled almost 60,000 in 2023. Longer term, cycling volumes have increased by 10% since 2011 despite cycle flows reducing by 16% from 2019 to 2023. Cycle flows are continuing to recover with a 15% increase from 2021 to 2023.

5.7.4 Based on Figure 52, pedestrian count recorded across all four surveys by year. In 2023, over 54,000 pedestrians were recorded which is 19% above 2011, 5% below pre-COVID (2019) and 12% above 2021.

5.7.5 We can observe, therefore, that walking volumes are closer to those seen pre-COVID (-5%) which is a stronger recovery than cycling volumes (-16%). The survey results from 2020 provide some further context as to why this might be the case. Between 2019 and 2020, cycling volumes fell from around 69,000 to just over 30,000 (-56%); whereas walking trips only fell by 41% (around 57,000 to around 33,000). Pedestrian volumes, therefore, did not have as far to recover to return to pre-COVID levels.

5.8 National Comparison

5.8.1 The Department for Transport publishes walking and cycling statistics on an annual basis at both a local authority and national level. The 2023 statistics (published in August 2024), show that in the 12 months ending November 2023, 23% of adults in Cambridgeshire cycled at least once per week and 31% cycled at least once per month.

5.8.2 Table 40 presents DfT cycling frequency estimates for Cambridgeshire in 2019 and 2023, as well as regional and national figures.

Table 40: Proportion of adults that cycle by frequency, all journey purposes (DfT)

	At least once per month		At least once per week [2023 English ranking]	
	2019	2023	2019	2023
Cambridge	60%	54%	55%	48% [1]
East Cambridgeshire	26%	19%	18%	13% [51]
Fenland	20%	17%	15%	10% [115]
Huntingdonshire	17%	20%	13%	11% [90]
South Cambridgeshire	31%	36%	21%	28% [6]
Peterborough	21%	18%	17%	12% [73]
Cambridgeshire	**31%**	**31%**	**24%**	**23%**
East of England	**18%**	**17%**	**13%**	**12%**
England	**16%**	**15%**	**11%**	**10%**

Source: DfT Walking and Cycling Statistics, Table CW0302

5.8.3 In Cambridgeshire, the proportion of people cycling at least once per week (23-24%) and at least once per month (31%) remained broadly stable. Across England the pattern also remained stable. The picture does vary a little between the Cambridgeshire districts with Cambridge, East Cambridgeshire and Fenland all seeing reductions in the proportion of adults cycling at least once per month. However, Huntingdonshire and South Cambridgeshire both saw increases between 2019 and 2023. South Cambridgeshire also saw an increase in the proportion of adults cycling at least once per week (21% in 2019 to 28% in 2023).

5.8.4 All districts in Cambridgeshire have a proportion of regular cyclists (at least once per week) at or above the national average (10%). Cambridge has the highest proportion with 48% of adults cycling at least once per week (2023). This is ahead of the national figure for England (10%) and the East of England (12%). It is also the highest proportion seen in any of the lower tier local authority areas across England – with the next-highest being the Isles of Scilly (37%) and Oxford (35%). South Cambridgeshire also ranks highly with 28% of people cycling at least once per week (ranked 6 out of 269). East Cambridgeshire, Huntingdonshire and Fenland recorded lower levels of regular cyclists, likely due to commuting distances being longer in these areas as discussed further in section 4.

5.8.5 At a county-level, Cambridgeshire is the county with the highest proportion of adults cycling at least once per week (23%). This is ahead of Oxfordshire (18%) and some way ahead of the next highest county, Gloucestershire (13%).

5.8.6 Previous versions of this report have included data on cycling frequencies of ‘at least three times per week’ and ‘at least five times per week’. The ONS has stated that these categories have been removed from their annual statistics due to low numbers.

6 PUBLIC TRANSPORT & GUIDED BUSWAY

6.1.1 The Cambridgeshire Guided Busway opened on 7th August 2011, providing better connections on the corridor between Huntingdon, St Ives and Cambridge through the provision of direct bus services and an off-road active travel route. This chapter aims to summarise Busway usage by presenting the number of cyclists, pedestrians, e-scooters and bus passengers recorded using the busway over time.

6.1 Busway: Cyclists, Pedestrians, and E-scooter users.

6.1.1 The number of cyclists, pedestrians and e-scooter users recorded using the busway maintenance track are shown in Table 41. This provides 12-hour flows (7am-7pm) at three separate locations on the busway.

Table 41: Cyclists and pedestrians using the busway maintenance track in autumn

Mode	Metric	A14 Underpass	Trumpington	St Ives P&R Site
Pedal Cycles	2019 Total	1,512	1,736	296
	2023 Total	1,175	1,639	121
	% change 2019 - 2023	**-22%**	**-6%**	**-59%**
Pedestrians	2019 Total	217	598	793
	2023 Total	283	476	132
	% change 2019 - 2023	**+30%**	**-20%**	**-83%**
E-scooters	2019 Total	-	-	-
	2023 Total	22	115	1
	% change 2019 - 2023	n/a	n/a	n/a
Total Active Travel	2019 Total	1,729	2,334	1,089
	2023 Total	1,480	2,230	254
	% change 2019 - 2023	**-14%**	**-4%**	**-77%**

Note: E-scooter flows were captured from 2021 onwards (1.3.11)

Cycling

6.1.2 At St Ives Park and Ride site (approx.10-miles north of Cambridge), volumes of cyclists using the busway in 2023 are 59% below the levels seen in 2019. At the A14 underpass near Histon (immediately north of Cambridge) and at Trumpington (immediately south of Cambridge), cycling volumes also remain below the levels seen pre-COVID but are closer to recovering (-22% and -6% respectively).

6.1.3 At the two locations nearer to Cambridge (Trumpington and the A14 Underpass), cycle flows have been gradually increasing since 2020. However, cycle flows at St Ives Park and Ride site have not shown signs of increasing (see Figure 53).

Walking

6.1.4 Pedestrian volumes on the busway are much lower than cycle volumes and they fluctuate more year-on-year, perhaps due to external factors such as weather (see Figure 54).

6.1.5 Pedestrian flows on the busway near the A14 underpass and at Trumpington increased from 2019 to 2021 but subsequently decreased in 2023. St Ives, however, experienced a peak in pedestrian flows in 2019 but has remained low from 2020 to 2023.

6.1.6 Limited insights can be drawn from a single day survey given the day to day fluctuation in active travel flows. Longer-term datasets, such as the VivaCity sensor dashboard are likely to be a better source of busway flow monitoring as it captures many days of data each year. The data presented in the dashboard indicates that, on the southern section of the Busway, cycle use increased slightly between October 2022 and October 2023; whereas pedestrian volumes decreased slightly. This corroborates the findings of the one-day survey for Trumpington.

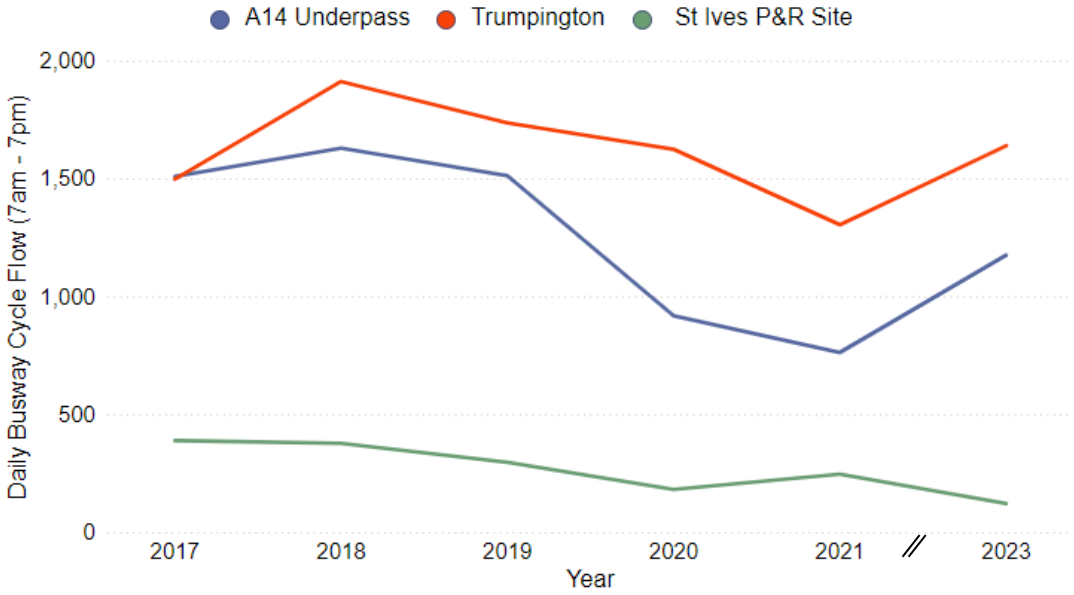
6.1.7 The dashboard also indicates that the northern part of the Busway in Orchard Park (slightly west of the location monitored by the annual traffic surveys) mirrors the survey data, showing a decrease in pedestrian volumes between October 2022 and October 2023.

E-scooters

6.1.8 E-scooter volumes on the Guided Busway are lower than both cycle and pedestrian volumes, with a total of 138 e-scooters observed across the three Guided Busway locations during the 12-hour survey. This is a slight decrease (-3%) compared to Autumn 2021.

6.1.9 Figure 55 demonstrates how e-scooters trends between 2021 and 2023 look quite different across the two busway locations where e-scooters were observed. The Guided Busway site in Trumpington (CARA19) saw 25 more e-scooters whilst the Guided Busway site in north Cambridge near the A14 (CARA18) saw 30 fewer e-scooters across the 12-hour survey. It is worth noting that e-scooter volumes are low so this pattern could be due to day to day fluctuations rather than a material change.

Figure 53: Guided Busway Cycle Flows, weekday total



Note: 2022 excluded due to data quality concerns.

Figure 54: Guided Busway Pedestrian Flows, weekday total

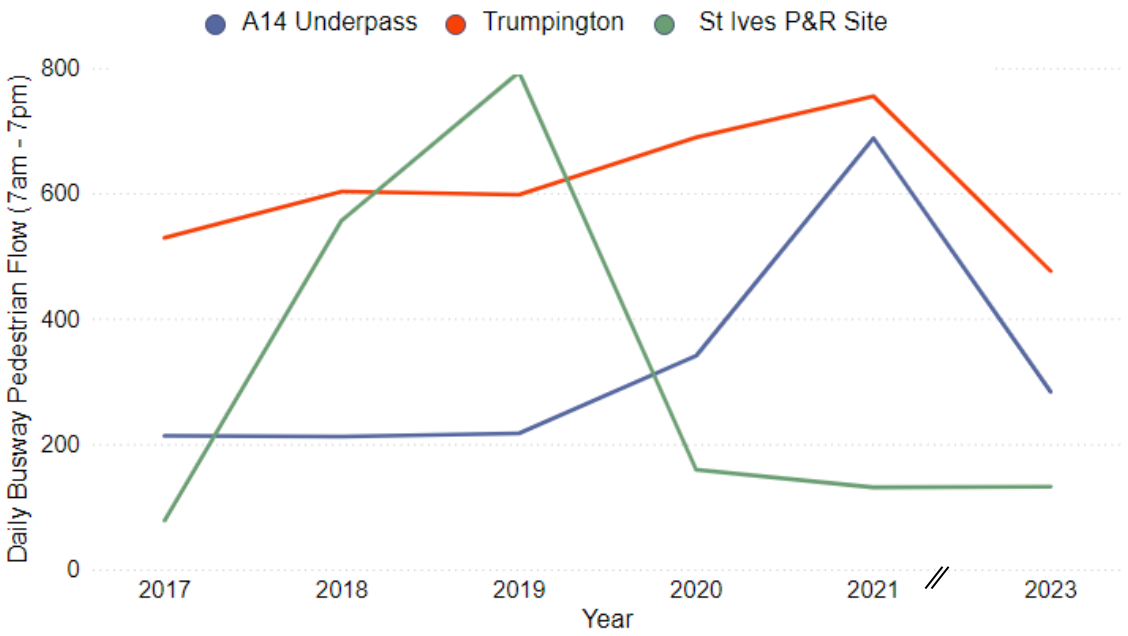
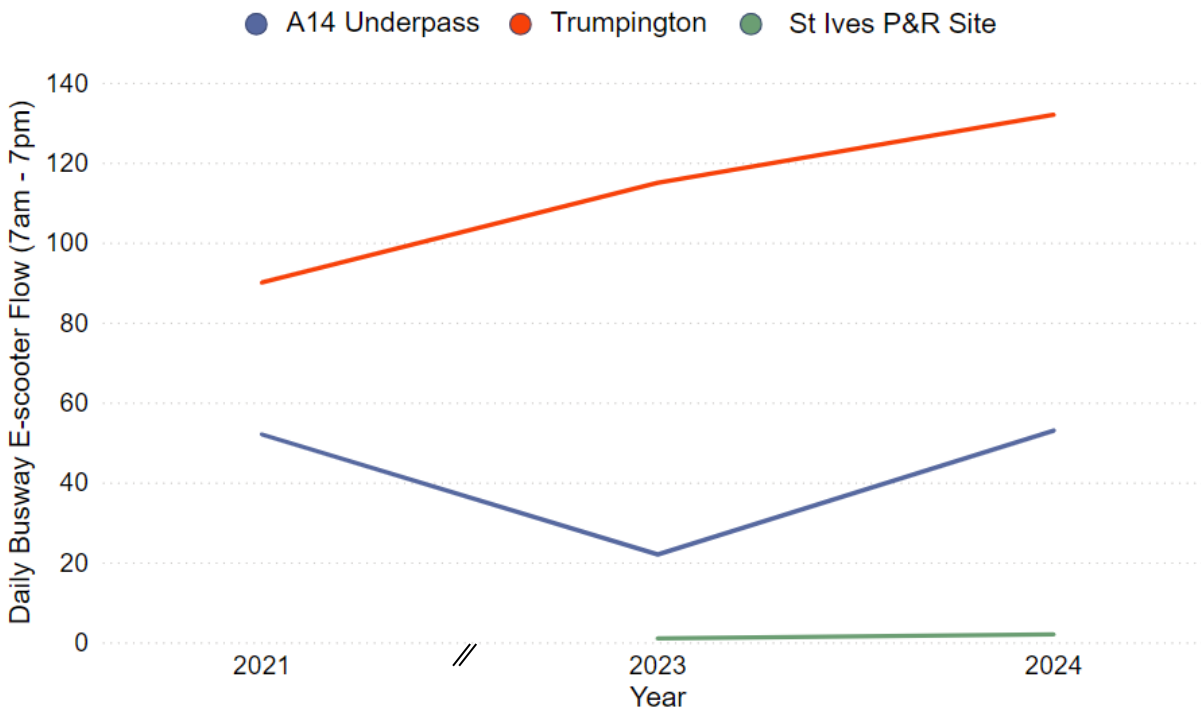


Figure 55: Guided Busway E-Scooter Flows, weekday total



6.2 Busway: Bus Passengers

6.2.1 Busway passenger numbers are provided by both Stagecoach and Whippet and the data is summed and presented in Figure 56 and Figure 57.

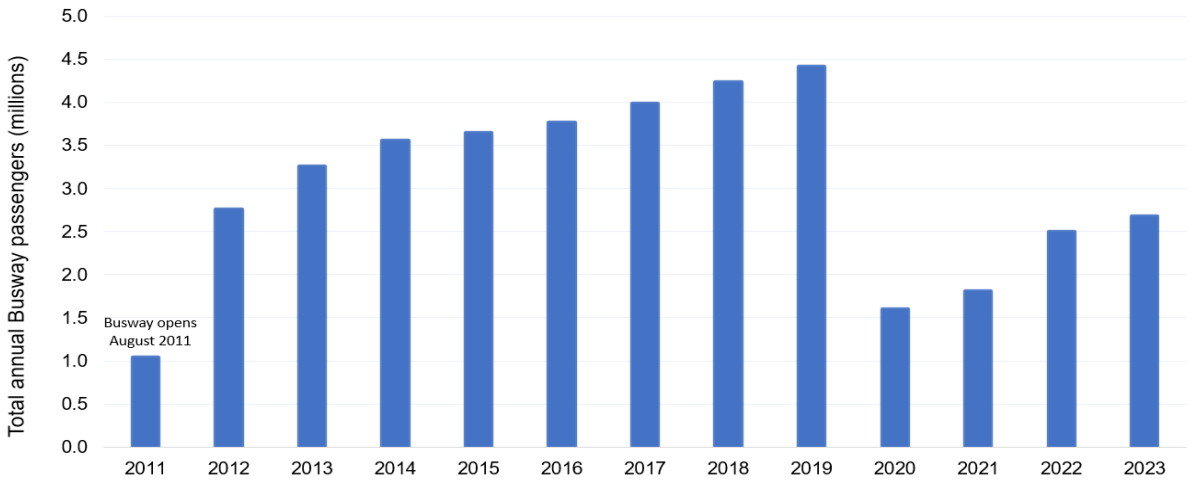
6.2.2 Prior to the pandemic, Busway passenger numbers had been steadily increasing year on year. Busway services carried 2.5 million passengers during the first 12-months after the busway opened (August 2011 to July 2012) which increased to almost 4.5 million passenger journeys by 2019 (January – December) (see Figure 57).

6.2.3 Following the first COVID-19 lockdown announcement in March 2020, and government guidance to avoid public transport, usage of the Busway dropped. In the 12-month period from April 2020 to March 2021, patronage had decreased to around 870,000 passenger journeys on the busway (approx. 20% of the pre-COVID passenger volumes).

6.2.4 Busway usage volumes have partially recovered since then and in 2023 there were closer to 2.7 million passenger journeys – which represents a 7% increase from 2022. This is, however, still 39% below the number of journeys recorded in 2019.

Figure 56: Guided Busway Passenger Journeys, 12-month rolling total (millions).

Figure 57: Guided Busway Passenger Journeys by calendar year (millions).



6.3 Park and Ride: Bus Passengers

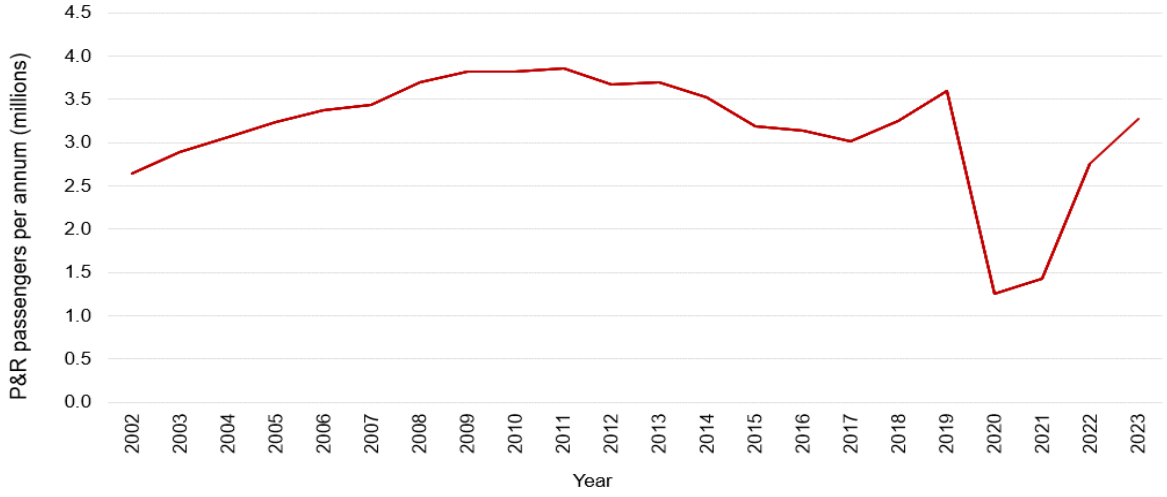
6.3.1 Park and Ride sites were initially introduced in Cambridge in the 1990s and there are currently five operational sites on the outskirts of the city. The location of these sites can be found in Figure 59, along with summary statistics on usage by site. Total passenger numbers across all five Park and Ride sites are shown in Table 42 and Figure 58.

Table 42: Park and Ride passengers per annum.

Year	Annual Passengers	% Change (compared to 2023)
2017	3,021,443	+8%
2018	3,245,819	+1%
2019	3,600,262	-9%
2020	1,250,683	+162%
2021	1,424,605	+130%
2022	2,753,532	+19%
2023	3,271,188	n/a

6.3.2 This indicates that there were over 3.2 million Park and Ride passenger journeys in 2023, which represents a 19% increase from 2022 volumes, but remains 9% below pre-COVID levels (2019).

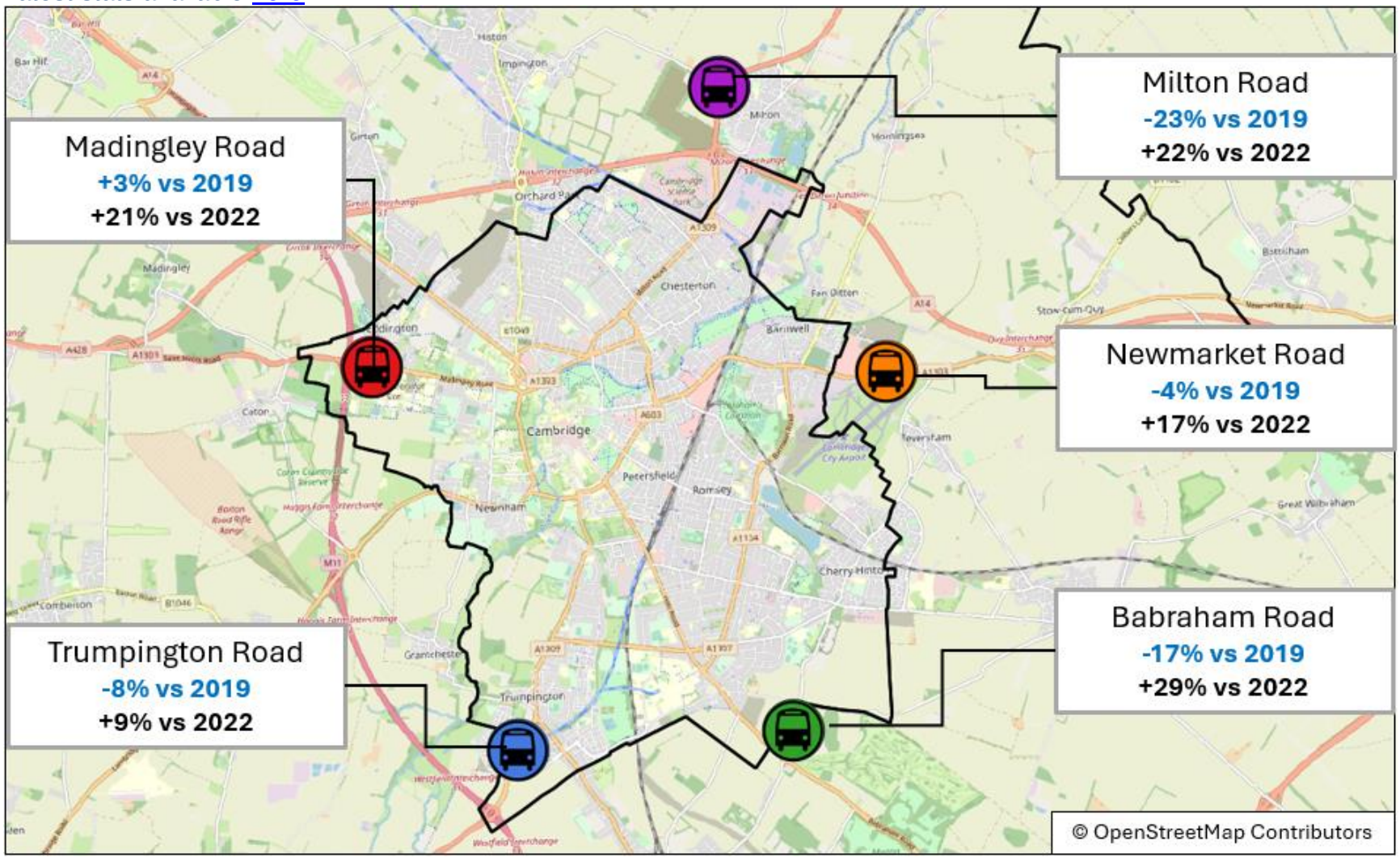
Figure 58: Park and Ride Annual Passenger Journeys (millions).



6.3.3 Passenger numbers have increased since 2022 at each of the P&R Sites, but the level of recovery compared to pre-COVID (2019) does vary by site as shown in Figure 59. Babraham Road (-17%) and Milton (-23%) are furthest below 2019 levels, although both are above the volumes seen in 2022. Madingley Road (+3%) is the only site to have exceeded pre-COVID levels in 2023.

6.3.4 It is possible that road improvement works along Milton Road have contributed to this pattern. More travellers may be utilising Madingley Road Park & Ride site instead of risking the possibility of a delayed journey whilst road works are in place on Milton Road. Data from the Radial Cordon in Autumn 2023 also suggests that car flows on Milton Road were below Autumn 2019 levels. In contrast, 2023 traffic flows at nearby Histon Road and Huntingdon Road are both above the levels seen in Autumn 2019.

Figure 59: Change in Park and Ride Annual Passenger Numbers by Site – 2019 vs 2023 and 2022 vs 2023. Latest stats available here.



7 MONITORING OF TARGETS

7.1.1 This chapter provides a summary of performance against each of the local targets outlined in section 2.1.

Reduce traffic levels in and around Cambridge city by 10-15% on 2011 levels

7.1.2 The Local Transport and Connectivity Plan sets out an objective to reduce motorised trips in-and-around Cambridge to 10-15% below 2011 levels (2.1.4). The survey data indicates that this is likely to be challenging without significant demand reduction measures. Even with the reduction in commuting frequency as a result of the pandemic, motorised volumes in 2023 are now back at 2011 levels. Approximately 20-30k motorised vehicle trips per day would need to be prevented from crossing the Cambridge city boundary to achieve flows that are 10-15% below 2011 levels.

7.1.3 It's important to note that the population of Cambridge has increased by more than 17% since 2011 (2.3.1)**,** and the total number of jobs is estimated to have risen by 29% over the last decade (2.3.7). This growth in population and economic activity will result in an increase in travel which, for the longer-distance trips crossing the city boundary, is more likely to be by motorised vehicle. Despite the high level of growth in population and jobs, it's encouraging that motorised flows crossing the city boundary remain at 2011 levels and active flows are 15% above 2011 levels.

7.1.4 The delivery of a range of transport projects that encourage the use of sustainable modes of travel (e.g. Cambridge South Station, new busways and more safe walking/cycling routes into the City) will be essential to achieve a reduction in motorised flows.

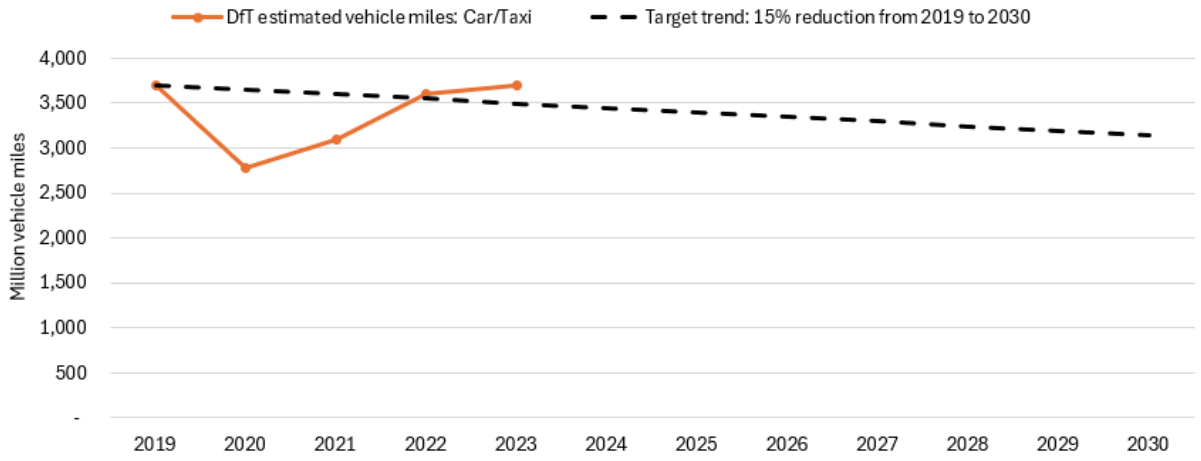
A 15% reduction in car mileage from 2019 to 2030

7.1.5 The Local Transport and Connectivity Plan (p.18) sets out the CPCA target to reduce car mileage by 15% from 2019 to 2030. The traffic counts collected by CCC are able to provide an indication of the popularity of different vehicle types for the roads and footways being monitored but they are not able to provide an estimate of car mileage. The Department for Transport include an estimate of annual mileage by mode and local authority in their annual Road Traffic Statistics. This dataset has been used to provide an indication of how car mileage has changed locally.

7.1.6 Based on Department for Transport table TRA8902, car/taxi mileage in the local authority area of Cambridgeshire in 2023 is similar to the level estimated in 2019 (see Figure 60). The estimated mileage dropped in 2020 due to the pandemic and there was a period of recovery from 2020 to 2022. So far, car mileage in Cambridgeshire has not exceeded the level estimated in 2019 which is encouraging given the large amount of population and employment growth that is taking place. However, there is yet to be any sign of a reduction in vehicle miles.

7.1.7 For context, car mileage in the East of England, England and Peterborough saw a similar reduction and then a period of growth following the pandemic but these areas are all estimated to have lower car mileage in 2023 compared to 2019, from a reduction of 5% in Peterborough, a reduction of 4% in England and a reduction of 2% in the East of England.

Figure 60: Vehicle mileage estimate: Cambridgeshire.



By 2030, half of all journeys within our towns and cities will be walked, wheeled or cycled

7.1.8 In Cambridge, 55% of flows crossing the River Cam were active modes (walking, cycling, or using an e-scooter). This suggests that trips in central Cambridge are already exceeding the 50% target. In terms of the flows on the outskirts of the city, only 6% of flows entering/exiting Cambridge are active modes. This is perhaps unsurprising because the flows crossing the city boundary are more likely to be longer-distance trips beginning / ending outside of the city and active travel is less likely to be feasible.

7.1.9 In the other key settlements, town centre data is not available so monitoring of this target for the market towns is only possible using the edge of town flows that are being collected – consideration should be given to collecting town centre flow data (equivalent to the Cambridge Screenline) for the other settlements. This analysis shows that some of the market towns have a similar edge of town active travel proportion to Cambridge (6%) whilst other settlements have lower proportions of active trips crossing their boundaries:

a) Ely, Huntingdon and St Ives have a higher proportion of active travel (6-7%) making up the edge of town trips recorded entering/exiting these settlements.

b) March and St Neots have a medium proportion of active travel (4-5%) making up the edge of town trips recorded entering/exiting these settlements.

c) Chatteris, Ramsey, Whittlesey and Wisbech have a lower proportion of active travel (0-2%) making up the edge of town trips recorded entering/exiting these settlements.

7.1.10 As detailed further in section 4, the settlements with a higher proportion of residents using public transport to commute are those that are served by high-quality public transport. A railway station with frequent services or a guided busway are more of an incentive than bus services alone or a railway station with infrequent or indirect services. The settlements with a higher proportion of residents using active travel to commute are typically those that:

a) are employment centres, meaning those that live there are more likely to work there and therefore live closer to work (e.g. Cambridge and Huntingdon);

b) have larger populations within 5km of the centre, meaning more people live within walking / cycling distance; or

c) have lower levels of car ownership, meaning motor vehicle use is not an alternative (e.g. Cambridge, Wisbech and Huntingdon).

Reduce reliance on private cars and encourage active travel

7.1.11 Many of the policies outlined in section 2.1 have a high-level aim of reducing reliance on private car use and encouraging active travel. Monitoring of motorised vehicle and active travel flows over time suggests that many settlements have seen an increase in active flows and a small number have seen a reduction in car flows. A summary is provided in Table 43 which suggests that:

- two of the ten settlements achieved both a reduction in car flows and an increase in active flows between 2011 and 2023 – Cambridge and Huntingdon.
- one settlement achieved a reduction in car flows but this came alongside a reduction in active flows too – St Ives.
- four further settlements achieved an increase in active flows but did not see a reduction in car flows – Chatteris, Ely, St Neots and Whittlesey; and
- the three remaining settlements did not achieve a reduction in car flows or an increase in active flows - March, Ramsey and Wisbech.

Table 43: Change in car flows and active flows since 2011, by settlement.

Settlement	Count location	Change in car flows (2011 vs 2023)	Change in active flows (2011 vs 2023)
Cambridge	River screenline (central)	-22%	18%
Cambridge	Cordon (outskirts)	-1%	15%
Chatteris	Cordon (outskirts)	21%	103%
Ely	Cordon (outskirts)	11%	57%
Huntingdon	Cordon (outskirts)	-3%	69%
March	Cordon (outskirts)	9%	-9%
Ramsey	Cordon (outskirts)	8%	-73%
St Ives	Cordon (outskirts)	-4%	-15%
St Neots	Cordon (outskirts)	4%	7%
Whittlesey	Cordon (outskirts)	6%	34%
Wisbech	Cordon (outskirts)	10%	-4%

Halve the number of people killed or seriously injured in road traffic collisions by 2030

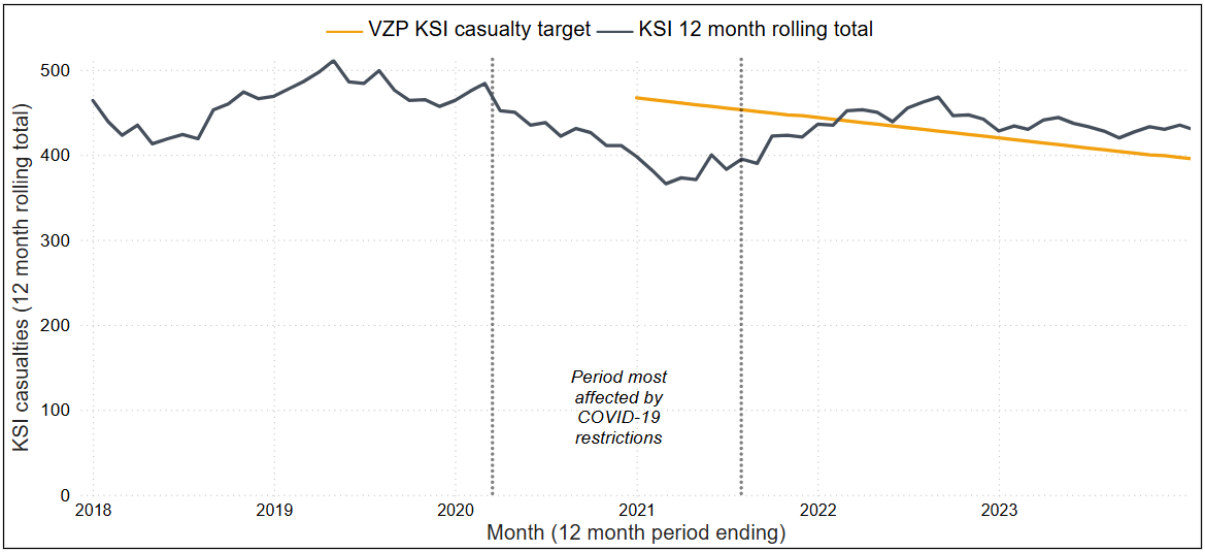
7.1.12 The Vision Zero Partnership (local road safety partnership) aim to halve the number of people being killed or seriously injured (KSI) on roads in Cambridgeshire and Peterborough by 2030, as set out in the Towards 2030 strategy. Using a 2017-2019 baseline, the partnership are aiming to reduce KSI casualty numbers from 467 per annum to below 234 per annum by December 2030.

7.1.13 From 2022 to 2023, KSI casualties in Cambridgeshire and Peterborough have been on a slight downwards trajectory (see Figure 61). By December 2023, the number of

KSI casualties had reduced from 467 per annum (2017-2019 baseline) to 430 per annum which is an 8% reduction.

7.1.14 Whilst it's positive that a reduction has occurred, a 15% reduction was needed to meet the partnership target for December 2023 (399 per annum). If KSI casualty numbers continue to reduce at the current pace, the partnership may still achieve its goal but this may be beyond the target date of December 2030.

Figure 61: Vision Zero Partnership KSI casualty reduction performance



8 CONCLUSION

8.1 Overview

Total Flows

8.1.1 In Cambridgeshire, total volumes of traffic (pedestrians, cyclists and vehicles) using the local road network reduced temporarily during the pandemic and, in overall terms, have since increased to a point where they are just below pre-pandemic (2019) levels. As of 2023, total flows entering and exiting the major settlements (Market Towns and Cambridge Radial) were 8% below 2019 levels whilst flows in central Cambridge (Cambridge Screenline) were 12% below 2019 levels. The Cycle Route Monitoring sites, which capture active flows in Cambridge and nearby villages, were the exception to the rule and suggest that 2023 active flows around Greater Cambridge are now slightly above 2019 levels.

8.1.2 Based on the 2011 Census data, more commuter trips are estimated to enter Cambridge, Huntingdon and Wisbech for work than the number of commuter trips that exit these settlements (i.e. more in-commuting than out-commuting) - likely due to the higher number of jobs located there. More commuter trips are estimated to exit Ramsey, Whittlesey, St Neots and Chatteris for work than the number that enter (i.e. more out-commuting than in-commuting) - likely due to the lower number of jobs located there. It's possible that the provision of more jobs, of an appropriate industry and skillset, in these settlements would allow residents to work closer to home and therefore make active travel a more feasible method of travel to work. The settlements of Ely, March and St Ives have a similar number of in-commuters and out-commuters suggesting that whilst workers and jobs exist, the type of jobs available in these settlements may not align with the skills of the workforce living there which may be why they opt to travel elsewhere for work.

Motorcycles

8.1.3 Traffic trends vary greatly by mode and by settlement. Motorcycle flows were found to have increased significantly inside Cambridge (+75% since 2019) but this pattern was not reflected in the edge of settlement surveys for Cambridge nor for the Market Towns which both reported motorcycle flows at or below 2019 levels. The increase in motorcycle volumes inside Cambridge is predominantly at lunch time and in the evening which supports the theory that this is largely driven by the increased popularity of takeaway food delivery services like Deliveroo and Just East who employ motorcycle (electric moped / e-bike) delivery riders in Cambridge.

8.1.4 The large increase in motorcycle volumes in Cambridge have not resulted in an increase in motorcycle casualties but this will continue to be monitored.

Light Goods Vehicles (LGV)

8.1.5 LGV flows in central Cambridge are almost back at pre-pandemic levels (-2% since 2019), however the edge of town Cordon surveys suggest an increase in the number of LGVs entering/exiting Cambridge city (+15%) and a similar pattern was observed across the market towns (+13% since 2019). Chatteris, Ely, Huntingdon and Ramsey experienced particularly large increases in LGVs (+20% since 2019). The only exception to this pattern was Whittlesey where a slight reduction in LGVs was observed (-3% since 2019) and St Ives where the increase was very slight (+1% since 2019). LGVs are the only mode to have seen consistent growth across most

settlements and this is likely due to the increased popularity of online shopping that was further encouraged during the pandemic. Encouraging the adoption of low emission LGVs and electric cargo bikes will be essential if home deliveries continue to increase.

Heavy Good Vehicles (HGV)

8.1.6 A reduction in HGV flows has been observed across all of settlements surveyed in Cambridgeshire. This suggests there may have been a shift towards motorcycle and LGV deliveries in urban areas. All of the surveys detected large reductions in HGV flows entering/exiting settlement since 2019 (although the reduction has also been happening gradually since 2011). Reductions in HGVs ranged from -7% entering/exiting Cambridge to -47% entering/exiting St Neots with most settlements experiencing a 30-40% reduction in HGVs since 2019. HGVs appear to be remaining on the trunk road network with smaller vehicles now being used more often to distribute at a local level. The National Highways' traffic flow data suggests that HGV flows on the Strategic Road Network in Cambridgeshire have remained relatively stable since 2019 and this is the only place where a large reduction in HGVs has not been observed.

Cars

8.1.7 Car flows continue to be the most popular vehicle type across all of the edge of town surveys (Cambridge and market town cordons). However, in central Cambridge, active travel (55% of flows) was found to be more popular than motorised travel (45% of flows). This is largely due to the highly urban nature of the screenline survey, with flows on the edge of Cambridge observed to be 94% motorised vehicles. Similar or higher levels of motorised flows were observed entering and exiting the market towns, ranging from 94% in Huntingdon and St Ives up to almost 100% in Ramsey. In terms of trends over time, car flows in 2023 are 5-15% below 2019 volumes across all of the settlements that were surveyed.

Walking and Cycling

8.1.8 As discussed in more detail in section 0, active travel is more popular in some settlements than others due to factors like the size of population living nearby (i.e. those within walking/cycling distance), the proximity of jobs and key facilities, and the existing level of car ownership. Huntingdon is a good example of a settlement that encourages a slightly higher level of walking and cycling (6% of entering/exiting highway trips in 2023 or 25% of resident commuter trips in 2021). This is likely due to Huntingdon being an employment centre that is also located in close proximity to many homes in Huntingdon itself and in neighbouring Brampton and Godmanchester. Cambridge has many thousands of active mode users crossing the city boundary each day (6% of entering/exiting highway trips in 2023 or 49% of resident commuter trips in 2021). Post-pandemic, the recovery of pedestrians has been stronger than cyclists, perhaps due to the continued popularity of home working meaning fewer commuter cycle trips are made.

8.1.9 Due to higher degrees of fluctuation in walking in cycling flows, which are heavily influenced by the weather, it's harder to determine clear active flow trends over time based on a single day survey. Some settlements experienced higher pedestrian flows entering and exiting in 2023 compared to 2019 (Chatteris, Huntingdon and Whittlesey) whilst others saw reductions (Cambridge, March, St Ives and Wisbech). Cycle flows were typically found to be lower in 2023 compared to 2019 with Huntingdon the only

place that experienced a notable increase (+25%). The increase in Huntingdon was predominantly due to the new and upgraded routes into Huntingdon (Edison Bell Way and Brampton Road - delivered as part of the A14 Cambridge to Huntingdon project) being popular with pedestrians and cyclists.

E-scooters

8.1.10 Cambridgeshire and Peterborough Combined Authority initiated an e-scooter trial in Cambridge in October 2020. Volumes of e-scooters have been counted by the annual surveys since 2021 so a small number of observations are now available to compare.

8.1.11 E-scooter volumes are highest in central Cambridge (crossing the River Screenline) which is unsurprising given that central Cambridge is where the majority of Voi e-scooters are available to hire. The number of e-scooters counted crossing the river had increased by approximately one third from 2022 to 2023 with just over one-thousand e-scooters recorded crossing the river from 7am-7pm in 2023.

8.1.12 E-scooter volumes are far lower on the edge of Cambridge (crossing the Radial Cordon) than in central Cambridge - approximately 10% of the volume in central Cambridge. During the 1-day survey in 2023, 150 e-scooters were counted from 7am-7pm. This volume has held steady since 2021 and has not shown signs of increasing, unlike the central Cambridge volumes.

8.1.13 E-scooter volumes on the outskirts of the nine market towns (combined total) was recorded to be just over 100 from 7am-7pm indicating that e-scooter use is much lower outside of Cambridge. This is to be expected because the Voi e-scooter trial only covers the area in and around Cambridge. It is, however, still notable that over 100 e-scooters were counted on the outskirts of other settlements because these are very likely to be privately owned e-scooters. At the time of writing, privately owned e-scooters are illegal to use on the public highway because they cannot be insured. Further guidance and legislation on the use of e-scooters is expected from the Department for Transport in the near future.

8.2 Recommendations

8.2.1 In Cambridgeshire, local transport policies broadly seek to improve road safety and reduce transport related carbon emissions. In practice this relies on a variety of measures to reduce the need to travel, minimise the use of unsustainable modes and promote active travel and public transport all whilst seeking to do this in a way that does not have a negative impact on road safety. This is a challenging goal given the high level of population and employment growth that occurred over the last 20-years and the high level of growth this is forecast to continue, particularly in South Cambridgeshire where distances between homes, facilities and jobs will mean the use of sustainable modes will need to be heavily encouraged.

8.2.2 To achieve the aims set out in local transport policy, continued focus should be given to:

- Reducing the need to travel (e.g. providing reliable, high-speed internet to support home working, green home deliveries etc);
- Focusing the development of housing and jobs in places where sustainable travel is likely to be feasible (homes located near jobs/facilities);
- Encouraging active travel for those travelling shorter distances, complimented with road safety training and suitable infrastructure to avoid putting vulnerable road users at risk;
- Monitoring the use of e-scooters and e-bikes with particular attention to their road safety impacts. Seeking to accommodate micro-mobility as a form of sustainable transport, in accordance with forthcoming DfT guidelines.
- Monitoring the use of motorbikes and LGVs, given the notable increase in or around our towns and cities, with particular attention to road safety given that motorcyclists are particularly vulnerable road users.
- Encouraging the use of public transport for those travelling longer distances by providing high-quality services (direct rail services, busways and P&R facilities), especially where travel distances are likely to be too far to walk/cycle;
- Encouraging the use of low emission vehicles and alternative ways to access them (car clubs, taxis etc), particularly when active travel and public transport options are less feasible (e.g. in very rural areas, when transporting large/heavy items, or for those with mobility issues etc).

8.2.3 A combination of some/all of the above is likely to be most effective to cater for the differing needs of the people and places within Cambridgeshire.

9 APPENDIX

9.1 Glossary

9.1.1 General

Term	Description
Traffic Flow	The number of motorised vehicles in a given period of time, expressed as a two-way total.
12-hour flow	Flow in the period between 7am and 7pm on a weekday. This is the typical period observed for manual traffic surveys.
ATC	An Automatic Traffic Count (ATC) records and classifies flows automatically based on technology developed to distinguish between different vehicle types. This typically uses technology such as pneumatic tubes, radars, artificial intelligence or induction loops.
MCC	A Manual Classified Count (MCC) is a traffic count undertaken by manual observation, often aided by the collection of video footage, which is counted and classified by a human observer.
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.

9.1.2 Vehicle Classifications

Name	Description
Motorcycle	Motorcycles, mopeds, motorised scooters and motor cycle combinations.
Car	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.
Bus	All buses and coaches, including works buses.
Motorised Flow	Motorcycle, Car, LGV, HGV and bus combined.
Pedal Cycle	All bicycles, tricycles and cargo bikes.
Pedestrian	All travelling by foot or wheelchair.
E-Scooter	An electrically assisted push scooter.
Active Flow	Pedal cycles and pedestrians, plus e-scooters from 2021 onwards
Total Flow	Motorcycle, Car, LGV, HGV, bus, pedal cycles and pedestrians, plus e-scooters from 2021 onwards.

9.1.3 Demographic Definitions

Name	Description
Household	One person living alone or a group of people (not necessarily related) living at the same address who share cooking facilities and share a living room or sitting room or dining area.
Dwelling	A dwelling is a self-contained unit of accommodation that may comprise one or more households

9.2 Neutral Days – DfT / Cambridgeshire County Council:

9.2.1 Department for Transport guidance recommends collecting data on 'neutral' days, avoiding main and local holiday periods, local school holidays and half terms, and other abnormal traffic periods.

9.2.2 CCC has reviewed all historic survey data and has concluded that all Market Town, Cambridge Radials and Cycle Route Monitoring surveys were conducted during neutral periods.

9.2.3 The Cambridge River Screenline survey has often coincided with the end of April / start of May – and is therefore susceptible to falling within the Easter holidays or the Early May Bank Holiday. The Screenline survey is conducted across two days which gives a greater likelihood that some of the historic data collection may have taken during a non-neutral period. To avoid using non-neutral data the following logic has been applied when analysing the Cambridge River Screenline data:

d) Where both days of data are neutral, flows have been averaged.

e) Where only one day of data is neutral, the neutral data is used and the non-neutral data is discarded.

9.2.4 Unfortunately, during 2019 motorised flows crossing the river were only captured during a non-neutral day (two days after Easter Monday, i.e. during a bank holiday week when annual leave uptake is likely to be higher than usual). As no other motorised flow data is available for the River Screenline in 2019, non-neutral data has needed to be used. For this reason, care should be taken when using the 2019 Cambridge River Screenline motorised flows for 2019.

9.3 Cambridge Radial Methodology – Babraham Park & Ride.

9.3.1 The Cambridge Radial survey is intended to count flows crossing the Cambridge city boundary. The survey sites for this survey are therefore located on a variety of radial routes around the edge of the city – this includes roads, cycleways, the busway and footpaths that cross the city boundary.

9.3.2 In the area near Babraham Park & Ride site (CARA07, CARA08 and CARA09), the city boundary crosses several adjacent roads, as well as the entrance to the Park & Ride site itself. The complexity of traffic movements in this area, some of which only cross the city boundary momentarily, means a slightly different method of data collection is required to accurately capture flows crossing the city boundary here.

9.3.3 To determine which flows definitively cross the city boundary and which only cross it momentarily, an 'Origin-Destination' survey is conducted around Babraham Park and Ride site. To do this, automatic number plate recognition (ANPR) cameras are used to anonymously tally where flows come from and go to in this location (see Figure 62). For example, it allows trips going from E to B (temporarily crossing the city boundary) to be identified and excluded from the cordon total.

9.3.4 To capture where flows in this area come from and go to, ANPR cameras are installed at 9 locations (labelled A to I on Figure 62). The list of the movements that definitively cross the city boundary and therefore contribute to the cordon total are shown in bold in the table in Figure 62.

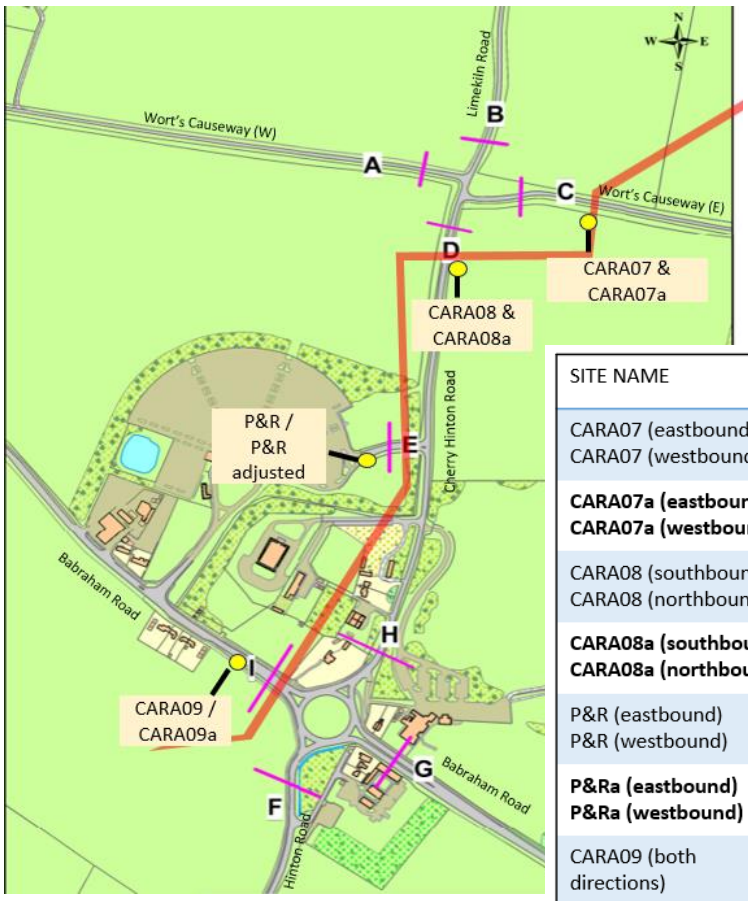
9.3.5 This methodology has been retrospectively applied to data from previous years to provide better data comparability over time. For this reason, the Cambridge Radial

Cordon totals presented in this report may differ slightly compared to previous versions of this report.

9.3.6 As ANPR cameras are used to achieve this, vehicles without front and rear number plates (e.g. motorcycles, pedestrians, and pedal cycles) are not captured. A link count is undertaken at CARA09 meaning all modes are captured here but motorcycles and active flows are not captured at CARA07 and CARA08. The impact of this is likely to be minimal as these modes are unlikely to be common in this area because footpaths and cycle infrastructure are not present and few homes are located on these routes. All other vehicle types are captured crossing the city boundary at these 2 sites.

Figure 62: Babraham Park & Ride Cordon Adjustments Methodology

The orange line on the map represents the city boundary



SITE NAME	CALCULATION – Text in **BOLD** are sites which **cross the cordon:**
CARA07 (eastbound) CARA07 (westbound)	All to C C to All
CARA07a (eastbound) **CARA07a (westbound)**	**A/B/I to C only.** **C to A/B/I only.**
CARA08 (southbound) CARA08 (northbound)	A/B/C to E/F/G/I. E/F/G/I to A/B/C.
CARA08a (southbound) **CARA08a (northbound)**	**A/B to F/G only.** **F/G to A/B only.**
P&R (eastbound) P&R (westbound)	E to All All to E
P&Ra (eastbound) **P&Ra (westbound)**	**E to C/F/G.** **C/F/G to E.**
CARA09 (both directions)	Direct from CARA09 link count, do not need to calculate. Site I totals should be the same as CARA09.
CARA09a (eastbound) **CARA09a (westbound)**	**I to F/G.** **F/G to I.**

9.4 Census 2011 vs 2021 Travel to Work data

9.4.1 The 2021 Census captured a snapshot of the country in March 2021 during the COVID-19 pandemic in a time of national lockdown. As a result, fewer commuters were captured by the Census in 2021 compared to 2011, most notably in Cambridge, Ely and St Ives where working from home was more common.

9.4.2 In 2021, the main difference in terms of mode share was slightly less public transport use (mainly train travel) and more car use. This is likely linked to government advice to socially distance and avoid public transport where possible. The settlements with the largest swing in mode split from 2011 to 2021 were:

a) Ely: train use dropped by 7 percentage points from 15% to 8% share, prompting active mode share to increase (16% to 19%) and car mode share to increase (67% to 71%).

b) St Neots: public transport share reduced by 5 percentage points from 9% to 4% and car mode share increased by 5 percentage points from 71% to 76%

c) Wisbech: car mode share increased by 5 percentage points from 70% to 75% and active mode shared reduced from 25% to 21%.

9.4.3 As the 2021 travel to work data was skewed by the pandemic, the 2011 travel to work data is likely to provide a better representation of post-COVID mode choice, particularly public transport use, although most other trends are quite similar.

*Table 44: Mode split by home settlement, **2011 Census**.*

Home Settlement	No. commuters	Person Mode Split (2011)						
		On Foot	Bicycle	Bus	Train	Taxi	Motor-cycle	Car
Cambridge	55,252	17%	32%	7%	5%	0%	1%	37%
Chatteris	4,869	8%	3%	2%	2%	0%	1%	85%
Ely	9,689	12%	4%	1%	15%	0%	1%	67%
Huntingdon	11,922	19%	6%	3%	5%	1%	1%	65%
March	9,507	11%	9%	2%	3%	1%	1%	75%
Ramsey	7,101	7%	2%	2%	2%	0%	1%	86%
St Ives	8,416	10%	6%	5%	2%	1%	1%	75%
St Neots	8,360	14%	5%	3%	7%	0%	1%	71%
Whittlesey	5,195	8%	5%	4%	1%	0%	1%	81%
Wisbech	9,986	19%	6%	3%	0%	1%	1%	70%
ALL	**130,297**	**15%**	**17%**	**4%**	**5%**	**0%**	**1%**	**58%**

*Table 45: Mode split by home settlement, **2021 Census**.*

Home Settlement	No. commuters	Person Mode Split (2021)						
		On Foot	Bicycle	Bus	Train	Taxi	Motor-cycle	Car
Cambridge	37,930	18%	31%	7%	2%	1%	1%	40%
Chatteris	4,165	8%	2%	1%	1%	0%	1%	86%
Ely	6,157	14%	5%	1%	8%	0%	1%	71%
Huntingdon	9,726	19%	7%	2%	2%	1%	1%	67%
March	8,031	11%	6%	1%	2%	0%	0%	80%
Ramsey	5,156	7%	1%	1%	1%	0%	1%	89%
St Ives	5,496	11%	6%	6%	1%	1%	1%	75%
St Neots	6,048	14%	5%	1%	3%	1%	1%	76%
Whittlesey	4,401	8%	4%	2%	1%	0%	1%	84%
Wisbech	10,001	16%	5%	2%	0%	0%	1%	75%
ALL	**97,111**	**15%**	**15%**	**4%**	**2%**	**1%**	**1%**	**62%**

9.5 Annual Traffic Count Data

River Cam Screenline Data

Note: The motor vehicle flows provided here include motorcycles, cars, vans, heavy goods vehicles and buses.

Table 46: River Cam Screenline (Spring) Total Motor Vehicles - 12 Hour Flows.

Survey Site Location	2011	2017	2018	2019*	2020	2021	2022	2023
CASL01 Elizabeth Way	25,371	24,258	23,618	23,699	9,968	21,783	22,212	20,849
CASL02 Victoria Avenue	10,818	11,085	10,442	10,163	2,863	7,821	8,396	9,070
CASL03 Bridge Street	2,140	2,338	2,206	2,219	647	1,908	2,170	2,770
CASL04 Silver Street	3,494	4,225	4,544	3,141	382	643	1,241	1,143
CASL05 Fen Causeway	19,030	16,937	15,605	17,738	5,523	16,107	17,584	16,112
Total Motor Vehicles	**60,853**	**58,843**	**56,415**	**56,960**	**19,383**	**48,262**	**51,603**	**49,944**

* the motor vehicle flows collected in 2019 were observed on a non-neutral day (see section *9.2.4* for details).

Note: The active flows provided here include pedestrians and pedal cycles, plus e-scooters from 2021 onwards.

Table 47: River Cam Screenline (Spring) Total Active Travel - 12 Hour Flows.

Survey Site Location	2011	2017	2018	2019	2020	2021	2022	2023
CASL01 Elizabeth Way	2,574	2,637	2,845	3,031	902	1,933	1,886	2,209
CASL02 Victoria Avenue	2,442	3,921	4,169	4,879	1,745	3,406	3,999	4,158
CASL03 Bridge Street	11,121	13,412	15,726	16,317	2,656	9,547	13,897	13,608
CASL04 Silver Street	10,082	7,109	6,438	8,268	722	3,615	6,191	7,974
CASL05 Fen Causeway	3,014	2,316	1,682	2,484	721	1,403	1,859	2,106
CASL06 Green Dragon Bridge	2,879	3,175	3,824	4,602	2,800	3,958	3,033	3,106
CASL07 Pyes Bridge	2,061	2,096	2,144	2,322	1,083	2,273	2,393	2,240
CASL08 Fort St George	2,769	3,186	3,503	3,525	1,533	3,291	3,487	3,233
CASL09 Jesus Lock	3,768	4,602	4,558	5,357	2,167	4,426	4,440	4,591
CASL10 Garret Hostel Lane	4,758	6,891	6,734	8,013	1,053	4,342	6,158	6,724
CASL11 Mill Lane Weir	2,330	3,175	2,877	3,605	1,013	3,024	3,009	3,185
CASL12 Coe Fen	1,860	2,583	2,823	3,539	1,517	2,599	2,763	2,940
CASL13 Riverside	2,398	3,339	3,062	3,583	2,344	3,291	2,725	3,042
CASL14 Abbey-Chesterton Bridge (Chisholm Trail)							1,989	2,520
Total Active Flow	**52,056**	**58,442**	**60,382**	**69,525**	**20,253**	**47,108**	**57,829**	**61,636**

Cambridge Radial Cordon Data

Table 48: Cambridge Radials Total Motor Vehicles - 12 Hour Flows

Note: The motorised flows provided here include motorcycles, cars, vans, heavy goods vehicles and buses. 2022 data is not included due to data quality concerns (1.3.12). The adjustments applied to CARA07, CARA08, CARA09 and CARA Babraham P&R are described in section 9.3.

Survey Site Location	2011	2017	2018	2019	2020	2021	2023
CARA01 Histon Road	20,901	22,822	22,639	21,720	15,504	16,664	22,063
CARA02 Milton Road	25,871	27,421	27,046	26,327	19,653	21,921	22,995
CARA03 Horningsea Road	13,901	15,406	13,766	14,636	12,935	13,624	14,824
CARA04 Newmarket Road	20,811	21,551	21,503	21,516	17,627	18,758	20,515
CARA05 High Street	2,797	2,930	2,923	2,607	2,272	2,259	2,283
CARA06 Cambridge Road	9,278	10,158	9,675	9,835	6,607	7,564	8,296
CARA07a Wort's Causeway (adjusted)	1,554	1,107	1,369	1,505	748	610	975
CARA08a Limekiln Road (adjusted)	4,611	4,345	5,207	5,698	5911	4,761	5,219
CARA09a Babraham Road (adjusted)	13,113	13,203	11,977	11,248	11,530	10,659	8,195
CARA Babraham P&R (adjusted)	-	1,854	2,315	3,106	996	1,646	1,479
CARA10 Granhams Road	2,939	3,506	3,804	3,080	2,744	2,475	3,135
CARA11 Shelford Road	9,690	10,302	9,879	10,808	8,361	9,355	9,586
CARA12 Hauxton Road	22,505	27,019	25,369	28,595	22,894	25,100	27,228
CARA13 Coton Road	2,941	2,996	3,169	3,041	2,252	2,616	3,888
CARA14 Barton Road	9,744	11,770	12,024	11,979	9,810	10,751	10,640
CARA15 Madingley Road	13,622	14,821	16,797	15,542	11,224	12,672	13,520
CARA16 Huntingdon Road	9,035	7,894	7,653	6,808	6,602	7,669	8,453
CARA17 Girton Road	4,408	5,160	4,671	4,842	4,164	4,154	4,247
CARA18 Guided Busway North	182	273	235	-	124	34	164
Total Motorised Flow	**187,903**	**204,538**	**202,021**	**202,893**	**161,958**	**173,292**	**187,705**

Table 49: Cambridge Radials Total Active Travel - 12 Hour Flows

Note: The active flows provided here include pedestrians and pedal cycles, plus e-scooters from 2021 onwards. 2022 data is not included due to data quality concerns (1.3.12)

Survey Site Location	2011	2017	2018	2019	2020	2021	2023
CARA01 Histon Road	1,480	1,438	1,520	999	948	1,196	1,250
CARA02 Milton Road	30	9	8	10	10	7	5
CARA03 Horningsea Road	84	155	276	254	172	195	103
CARA04 Newmarket Road	351	10	355	226	278	285	264
CARA05 High Street	130	127	200	120	170	197	163
CARA06 Cambridge Road	424	451	499	553	267	342	344
CARA09 Babraham Road	173	290	332	429	270	324	299
CARA10 Granhams Road	46	32	25	23	25	26	19
CARA11 Shelford Road	727	869	887	957	847	883	770
CARA12 Hauxton Road	230	252	303	335	200	294	240
CARA13 Coton Road	67	58	323	57	90	113	86
CARA14 Barton Road	500	528	206	512	309	455	364
CARA15 Madingley Road	318	455	839	886	267	323	287
CARA16 Huntingdon Road	50	41	96	95	160	226	154
CARA17 Girton Road	1,308	1,358	1,390	1,412	1,121	1,412	1,147
CARA18 Guided Busway North	865	1,722	1,840	1,729	1,259	1,502	1,480
CARA20 Fulbourn Old Drift	572	51	41	16	64	41	573
CARA21/28 River Cam Path	408	361	815	720	1,259	831	721
CARA23 Coton Footpath	284	454	553	561	447	426	382
CARA24 Grantchester Meadows Footpath	426	808	842	1,114	1,066	899	744
CARA26 Jane Coston Bridge	1,522	2,148	2,313	2,542	1,139	1,589	1,869
CARA27 Great Shelford to Addenbrookes	1,094	1,512	1,502	1,677	1,041	1,245	1,320
CARA29 M11 footbridge near Trumpington Meadows							208
Total Active Flow	**11,089**	**13,129**	**15,165**	**15,227**	**11,409**	**12,811**	**12,792**

Cambridgeshire Cycle Route Monitoring Data.

Table 50: Cambridgeshire Cycle Route Monitoring – 12 Hour Cycle Flows

Survey Site Location	2011	2017	2018	2019	2020	2021	2022	2023
CCRM01 Barton Road	1,877	2,300	2,313	1,470	960	1,569	1,318	1,672
CCRM02 Comberton Road	270	375	413	176	389	405	200	290
CCRM03 Toft Road	95	160	124	140	311	195	70	108
CCRM04 High Street	78	121	128	86	147	50	28	29
CCRM05 Oakington Road	343	275	329	150	404	217	160	208
CCRM06 Cambridge Road	745	1,208	1,175	825	597	886	774	1,003
CCRM07 Cambridge Road	189	273	188	148	291	227	163	245
CCRM08 Newmarket Road	241	328	335	141	388	275	160	225
CCRM09 Coldham's Lane	1,461	2,042	1,573	1,902	943	1,304	801	1,108
CCRM10 Carter Cycle Bridge	2,957	3,301	3,517	2,562	698	1,976	2,049	2,580
CCRM11 High Green	687	1,051	1,096	464	875	870	584	758
CCRM12 Hills Road	3,178	3,569	4,001	4,016	1,563	2,887	2,635	2,953
CCRM13 Long Road	998	1,269	1,686	1,491	604	1,677	1,225	1,578
CCRM14 Jubilee Way	663	1,894	1,049	1,108	391	520	761	884
CCRM15 Cambridge Road	424	732	868	347	472	722	570	649
CCRM16 Station Road	90	117	149	41	299	154	45	66
CCRM17 Newmarket Road	187	274	177	68	276	199	96	114
Total Cycle Flow	**14,483**	**19,289**	**19,121**	**15,135**	**9,608**	**14,133**	**11,639**	**14,470**

Table 51: Cambridgeshire Cycle Route Monitoring - 12 Hour Pedestrian Flows

Survey Site Location	2011	2017	2018	2019	2020	2021	2022	2023
CCRM01 Barton Road	702	849	854	637	544	912	868	932
CCRM02 Comberton Road	51	82	54	40	136	90	58	63
CCRM03 Toft Road	41	91	108	97	169	265	59	109
CCRM04 High Street	58	99	76	97	300	121	64	123
CCRM05 Oakington Road	23	24	37	10	78	44	37	19
CCRM06 Cambridge Road	213	466	550	405	329	427	380	472
CCRM07 Cambridge Road	42	58	87	21	150	72	24	57
CCRM08 Newmarket Road	10	12	2	1	29	20	8	25
CCRM09 Coldham's Lane	929	975	844	974	844	1,366	625	1,102
CCRM10 Carter Cycle Bridge	1,802	962	1,020	762	489	646	529	518
CCRM11 High Green	269	413	362	324	465	468	381	513
CCRM12 Hills Road	1,270	1,497	1,370	1,776	818	1,387	1,052	1,397
CCRM13 Long Road	362	402	787	609	506	799	635	997
CCRM14 Jubilee Way	290	941	540	517	702	762	553	933
CCRM15 Cambridge Road	64	71	91	49	202	123	79	96
CCRM16 Station Road	8	15	8	6	34	18	9	12
CCRM17 Newmarket Road	3	10	13	13	39	19	5	12
Total Pedestrian Flow	**6,137**	**6,967**	**6,803**	**6,338**	**5,834**	**7,539**	**5,366**	**7,380**

Market Town Cordon Data

Note: The total flows provided here include motorised vehicles, pedestrians and cycles, plus e-scooters from 2021 onwards. 2022 data is not included due to data quality concerns (1.3.12)

Table 52: St Neots 12 Hour Total Flows.

Survey Site Location	2011	2017	2018	2019	2020	2021	2023
1 Barford Road	14,151	16,288	15,763	15,326	13,671	13,355	14,257
2 Potton Road	2,955	4,122	3,842	4,144	2,875	3,194	3,264
3 Huntingdon Road	6,199	7,588	7,515	7,359	6,313	5,618	6,219
4 Cambridge Road	8,459	6,493	6,690	6,872	6,384	6,250	7,052
5 Mill Lane	9,168	10,846	11,073	10,303	10,662	9,709	10,300
6 St Neots Road	14,042	16,821	16,346	16,155	15,383	15,408	15,076
7 Coneygeare Cycle Bridge	No data	751	475	722	729	656	535
8 Eaton Socon Sluice Footbridge	No data	303	218	259	258	265	172
St Neots Cordon Total	**54,974**	**63,212**	**61,922**	**61,140**	**56,275**	**54,455**	**56,875**

Table 53: March 12 Hour Total Flows

Survey Site Location	2011	2017	2018	2019	2020	2021	2023
1 Gaul Road	1,835	2,035	947	2,728	2,981	2,612	4,556
2 Wisbech Road	9,784	11,316	10,747	11,056	10,753	9,732	10,487
3 Norwood Road	3,725	4,120	4,426	4,564	3,776	3,725	3,824
4 Elm Road	6,082	5,628	7,392	6,350	5,698	6,118	5,044
5 Creek Road	1,024	948	1,052	1,160	1,079	1,086	952
6 Upwell Road	1,884	2,655	3,619	2,432	2,372	2,078	2,023
7 Wimblington Road	7,083	7,203	8,128	7,650	7,445	7,333	6,441
8 Knights End Road	1,453	1,667	1,341	1,567	1,524	1,443	1,947
9 Burrowmoor Road	1,583	1,925	2,934	1,815	1,539	1,584	1,652
March Cordon Total	**34,453**	**37,497**	**40,586**	**39,322**	**37,167**	**35,711**	**36,926**

Table 54: Huntingdon 12 Hour Total Flows

Survey Site Location	2011	2017	2018	2019	2020	2021	2023
1 Town Bridge	18,256	18,153	18,407	17,925	14,603	11,960	10,282
2 Brampton Road	16,508	16,349	16,003	16,247	13,873	13,747	N/A
3 Stukeley Street	12,850	13,247	13,693	14,012	13,243	12,880	12,197
4 St Peters Road	15,773	16,987	16,634	17,103	15,228	15,121	14,668
5 Hartford Road	16,163	16,021	16,404	16,666	14,072	13,589	14,255
6 Edison Bell Way	No data	No data	No data	No data	No data	No data	10,176
7 Brampton Road/Laurel Court	No data	No data	No data	No data	No data	No data	7,854
8 Pathfinder Link Road	No data	No data	No data	No data	No data	No data	11,061
Huntingdon Cordon Total	**79,550**	**80,757**	**81,141**	**81,953**	**71,019**	**67,297**	**80,493**

Table 55: Wisbech 12 Hour Total Flows

Survey Site Location	2011	2017	2018	2019	2020	2021	2023
1 Lynn Road	8,002	8,872	9,216	9,232	9,005	8,803	8,662
2 Broadend Road	1,789	2,038	1,937	2,173	2,171	1,771	1,875
3 Elm High Road	14,824	16,132	16,342	17,211	16,609	15,901	15,580
4 Cromwell Road	11,993	15,200	14,871	15,958	15,414	13,831	14,590
5 North Brink	4,908	5,320	5,331	5,612	5,085	5,547	4,274
6 Leverington Road	16,171	16,650	16,536	16,685	16,166	15,565	15,922
7 Walton Road	1,975	2,619	2,421	2,518	2,449	2,392	2,426
Wisbech Cordon Total	**59,662**	**66,831**	**66,654**	**69,389**	**66,899**	**63,810**	**63,329**

Table 56: St Ives 12 Hour Total Flows

Survey Site Location	2011	2017	2018	2019	2020	2021	2023
1 Houghton Road	16,573	18,328	17,745	18,296	17,399	13,214	13,247
2 Marley Road	6,398	6,496	6,726	6,639	6,614	7,030	6,700
3 St Audrey Lane	13,305	13,805	14,158	15,358	14,806	13,402	13,497
4 Meadow Lane	10,444	11,308	11,771	11,257	10,894	10,506	10,800
5 Bridge Terrace	2,468	2,422	2,268	2,179	3,372	1,851	1,896
6 Guided Busway	-	713	1,185	1,336	538	543	426
St Ives Cordon Total	**49,188**	**53,072**	**53,853**	**55,065**	**53,623**	**46,546**	**46,566**

Table 57: Ely 12 Hour Total Flows

Survey Site Location	2011	2017	2018	2019	2020	2021	2023
1 Cambridge Road	4,784	5,592	5,928	5,720	4,992	4,447	4,441
2 Witchford Road	7,059	6,606	8,311	7,610	6,137	6,535	6,751
3 West Fen Road	1,629	1,584	1,555	1,700	1,930	1,640	1,524
4 Downham Road	6,834	9,382	10,581	10,395	9,609	10,041	10,409
5 Lynn Road	3,901	6,419	6,270	5,984	5,768	5,978	6,352
6 Prickwillow Road	2,757	4,602	5,180	4,094	3,978	3,729	N/A
7 Station Road	13,706	15,188	14,432	14,360	11,527	12,169	12,747
8 Ely Road	No data	No data	No data	No data	No data	No data	3,888
Ely Cordon Total	**40,670**	**49,373**	**52,257**	**49,863**	**43,941**	**44,539**	**46,112**

Table 58: Chatteris 12 Hour Total Flows

Survey Site Location	2011	2017	2018	2019	2020	2021	2023
1 New Road	1,923	2,298	2,104	2,131	1,998	1,883	2,113
2 Bridge Street	6,373	7,417	7,858	7,987	7,541	7,079	7,827
3 Huntingdon Road	4,197	4,134	5,471	5,639	5,078	5,164	5,349
4 London Road	2,169	2,288	2,027	2,329	1,685	1,974	2,272
5 Wenny Road	3,058	3,396	3,541	3,503	3,346	3,334	3,500
Chatteris Cordon Total	**17,720**	**19,533**	**21,001**	**21,589**	**19,648**	**19,434**	**21,061**

Table 59: Ramsey 12 Hour Total Flows

Survey Site Location	2011	2017	2018	2019	2020	2021	2023
1 St Mary's Road	3,683	4,096	4,176	4,496	4,160	4,051	4,275
2 Muchwood Lane	2,246	2,325	2,289	2,546	2,612	2,164	2,387
3 Wood Lane	1,948	2,160	2,088	2,055	1,886	2,037	2,092
4 Hollow Lane	285	342	335	309	361	246	184
5 Warboys Road	6,524	6,896	6,715	6,648	6,433	6,668	6,696
6 Upwood Road	3,826	4,213	4,256	4,176	3,740	4,005	4,209
Ramsey Cordon Total	**18,512**	**20,032**	**19,859**	**20,230**	**19,192**	**19,171**	**19,843**

Table 60: Whittlesey 12 Hour Total Flows

Survey Site Location	2011	2017	2018	2019	2020	2021	2023
1 Peterborough Road	9,589	10,522	10,738	12,704	9,590	10,168	10,098
2 East Delph	7,261	8,082	8,237	6,698	8,429	7,601	7,862
3 Eastrea Road	8,353	9,816	9,765	9,700	8,372	8,657	8,332
4 Station Road	1,775	2,342	2,383	2,270	2,325	2,249	1,982
5 Ramsey Road	2,606	3,125	3,170	5,208	3,769	3,007	2,924
6 Blackbush Drove	168	183	291	218	240	300	177
7 Stonald Road Cycle Route	No data	233	233	268	210	277	226
Whittlesey Cordon Total	**29,752**	**34,303**	**34,817**	**37,066**	**32,935**	**32,259**	**31,601**