

Transport update: Cambridge and South Cambridgeshire

COVID-19 transport impacts and recovery

December 2024

Policy & Insight Team, Cambridgeshire County Council

Transport Update Aims

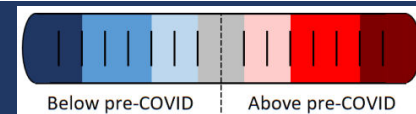
This report is intended to:

- Provide a **basis for discussion for the Greater Cambridge Partnership** (GCP) to understand and identify existing challenges and future data needs.
- Summarise the on-going **impacts of COVID-19** on trends in transport and mobility up to 31st December 2024.
- Highlight **changes in key indicators** by comparing December 2024 data to a pre-pandemic baseline (December 2019 or closest possible equivalent), mid-COVID (December 2021) and to last year (December 2023).
- Due to the availability of comparable data, comparison with pre-COVID levels is becoming increasingly difficult for some datasets. From January 2025, the baseline for this quarterly analysis will therefore shift from 2019/20 to 2023. Some comparisons with pre-COVID levels will continue to be provided where possible but the main focus will be to monitor the latest trends against 2023 levels.

Notes:

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

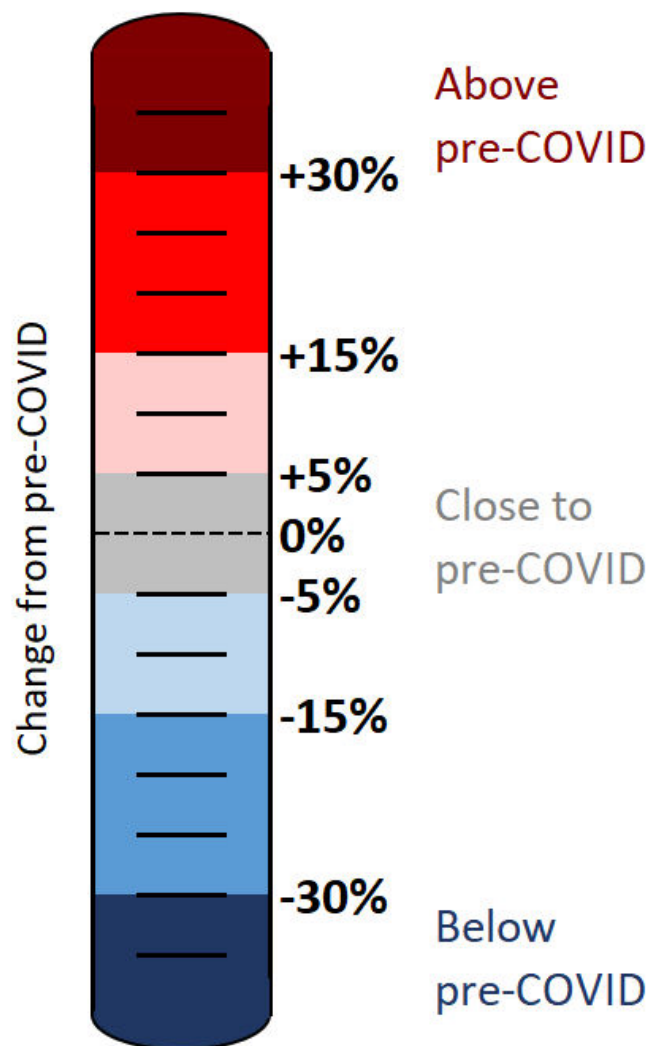
Colour scale



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

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

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



Tip:

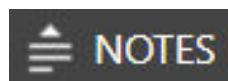
Look out for the colour scale bar in the **top right-hand corner** of each page for a reminder of the heat scale used to indicate the level of recovery throughout the pack.

Accessibility

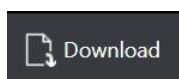
To access the full functionality of PowerPoint, we recommend opening the slides in **full screen mode**. To do this, click the “Open in New Window” button in the bottom right-hand corner.



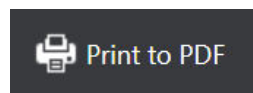
1) **Navigate** through the slide pack using the left and right arrows in the middle-bottom of the screen. Clicking on the sentence “Slide x of x” brings up a pop-up listing all the slides so you can navigate directly to a slide of interest.



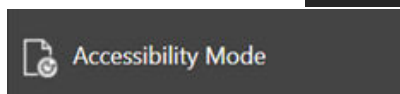
2) Open the Notes for each slide to see the data source, technical notes and any additional commentary. See the “**Notes**” button in the bottom right-hand corner.



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



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

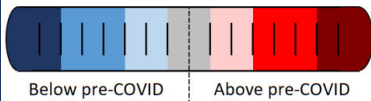


5) Use the “**More options**” icon in the top right-hand corner and choose “**Accessibility mode**” from the pop-up menu to access the slides in a different format which will display any Alt Text that has been set for charts and images.

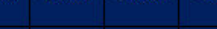
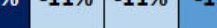
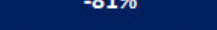
We are continually working to improve the accessibility of our content. If you find you are unable to access any part of this update, please contact policyandinsight@cambridgeshire.gov.uk and we will be happy to investigate providing information in a different format.

Overview

Recovery Tracker

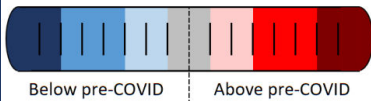


Has transport use returned to pre-COVID levels?

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

* Relatively few data collection sites have comparable walking and cycling data available in both 2019 and 2024 so these percentages should be used with care.

Headlines: December 2024



Local Roads



Volumes at...

-15%

...compared to 2019

-1%

...compared to 2023.

Strategic Roads



Volumes at...

+15%

...compared to 2019

+5%

...compared to 2023.

Car Parking



Patronage at...

-11%

...compared to 2019

+0%

...compared to 2023.

Bus



Patronage at...

0%

...compared to 2019.

+11%

...compared to 2023.

Cambridgeshire depots only.

Park and Ride



Patronage at...

+18%

...compared to 2019.

+10%

...compared to 2023.

Cambridgeshire depots only.

Station Footfall



Volumes at...

Analysis of Station
Square footfall is not
currently available due
to data collection issues.

Retail Footfall



Volumes at...

-13%

...compared to 2019.*

+2%

...compared to 2023.

Walking



Volumes at...

-11%

...compared to 2019.*

+4%

...compared to 2023.

Cycling



Volumes at...

-51%

...compared to 2019.*

+1%

...compared to 2023.

Air Pollution



Concentrations at...

-44%

...compared to 2019.

-9%

...compared to 2023.

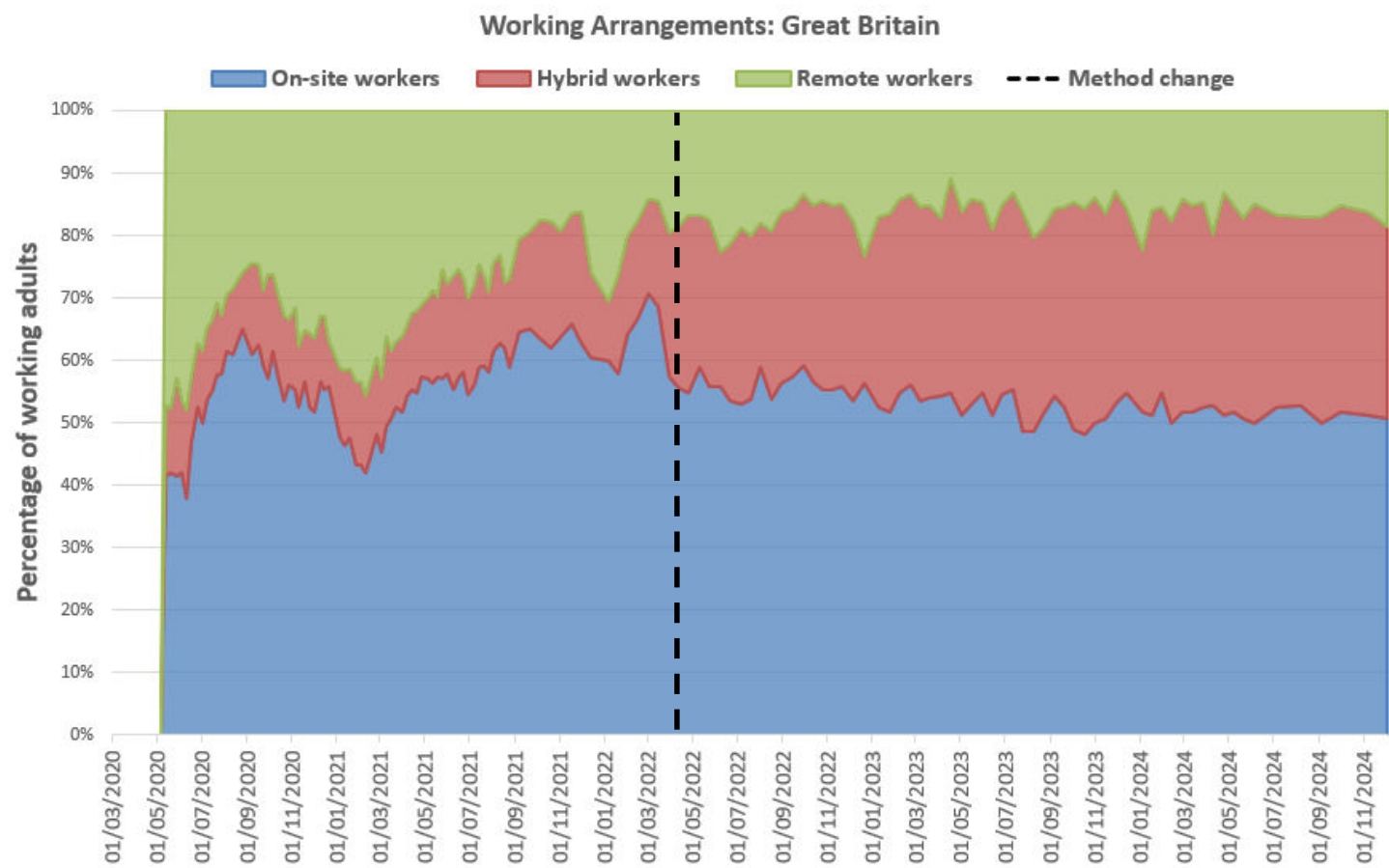
Nitrogen dioxide data only.

* Please note limited walking & cycling data available for 2019 comparison.

Travel Demand

Is home working here to stay?

The ONS captures the working arrangements of a sample of approx. 800 working adults across Great Britain on a fortnightly basis. The results suggest that on-site working has been stable since the latter stages of the pandemic (50-60% of working adults). Hybrid working has increased since 2020 but is now stabilising (32%). Remote working has decreased and is also stabilising (16%). Census 2021 data suggests that hybrid and remote working is more common in Cambridge & South Cambs than it is nationally.



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

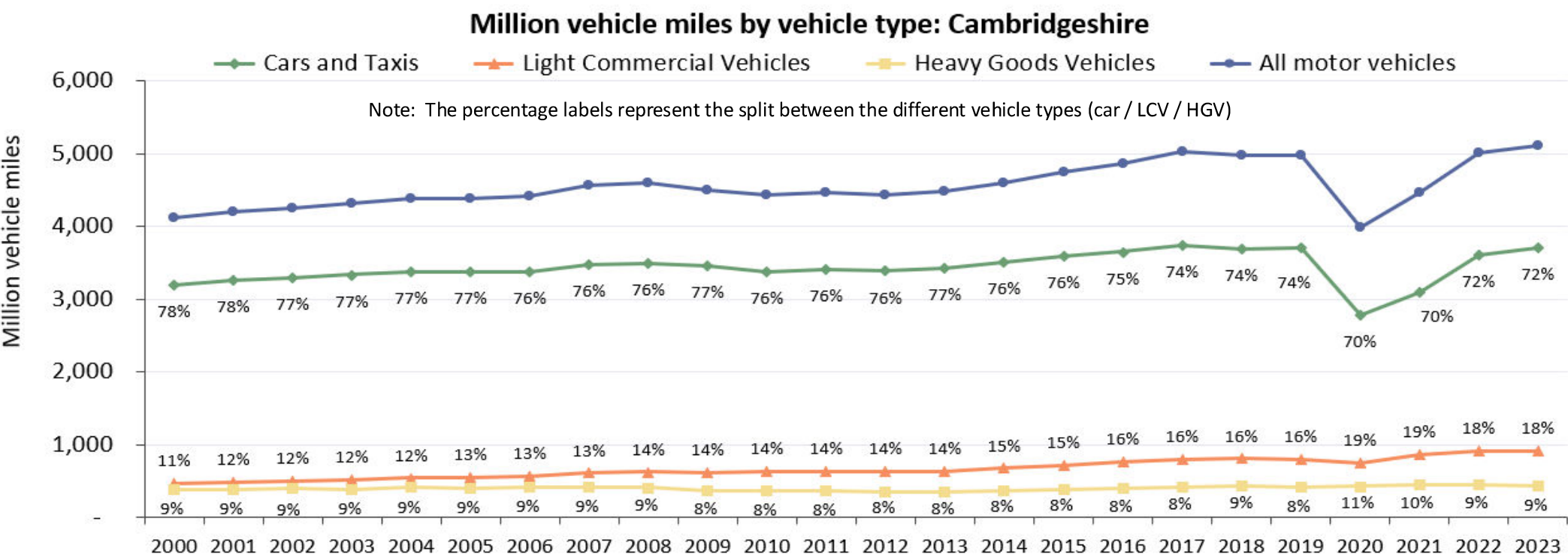
Locally, the 2021 Census (March 2021), demonstrated that levels of remote working in Cambridge (46%) and South Cambs (44%) were higher than the national average (31%) whilst East Cambs (35%) and Hunts (35%) were more similar. Fenland (20%) and Peterborough (25%) were lower than the national average.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

Source: [Travel to Work Summary](#)

Source: [ONS Working Arrangements data for Great Britain](#). ONS made small changes to the sample of respondents in April 2022 and caution is advised comparing data before/after this date. **On-site working** is someone that only worked from a workplace away from home. **Remote working** is someone who only worked from home. **Hybrid working** is a combination of working away from home and at home.

Is vehicle use increasing?

The estimated miles travelled in motor vehicles has increased since 2000 from just over 4 billion to just over 5 billion in 2023. However, the proportion of miles made by cars/taxi has decreased over that time (from 78% in 2000 to 72% in 2023) whilst the proportion of miles made by LGVs has increased from 11% in 2000 to 18% in 2023, with the highest proportions in 2020 and 2021, reflecting changes to travel behaviour during the COVID-19 pandemic.

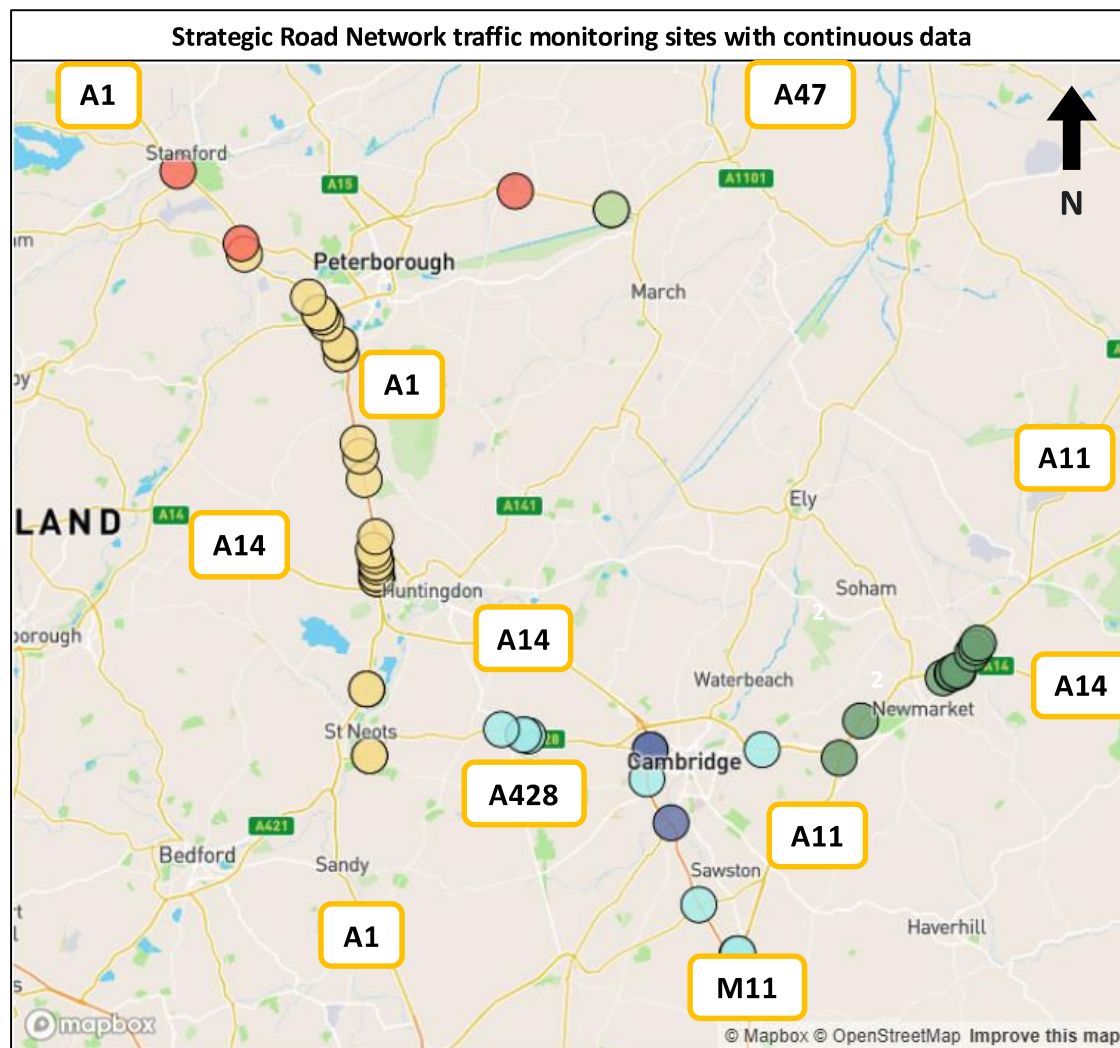


Pre-COVID to 2023*: 2019 to 2023	All motor vehicles	Cars and taxis	Light commercial vehicles	Heavy goods vehicles
	+3%	No change	+15%	+5%

Source: Department for Transport annual mileage estimates ([Road traffic statistics](#)). Data for 2024 not yet available

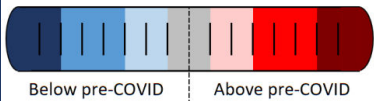
Strategic Road Network

Strategic Road Network Monitoring Sites

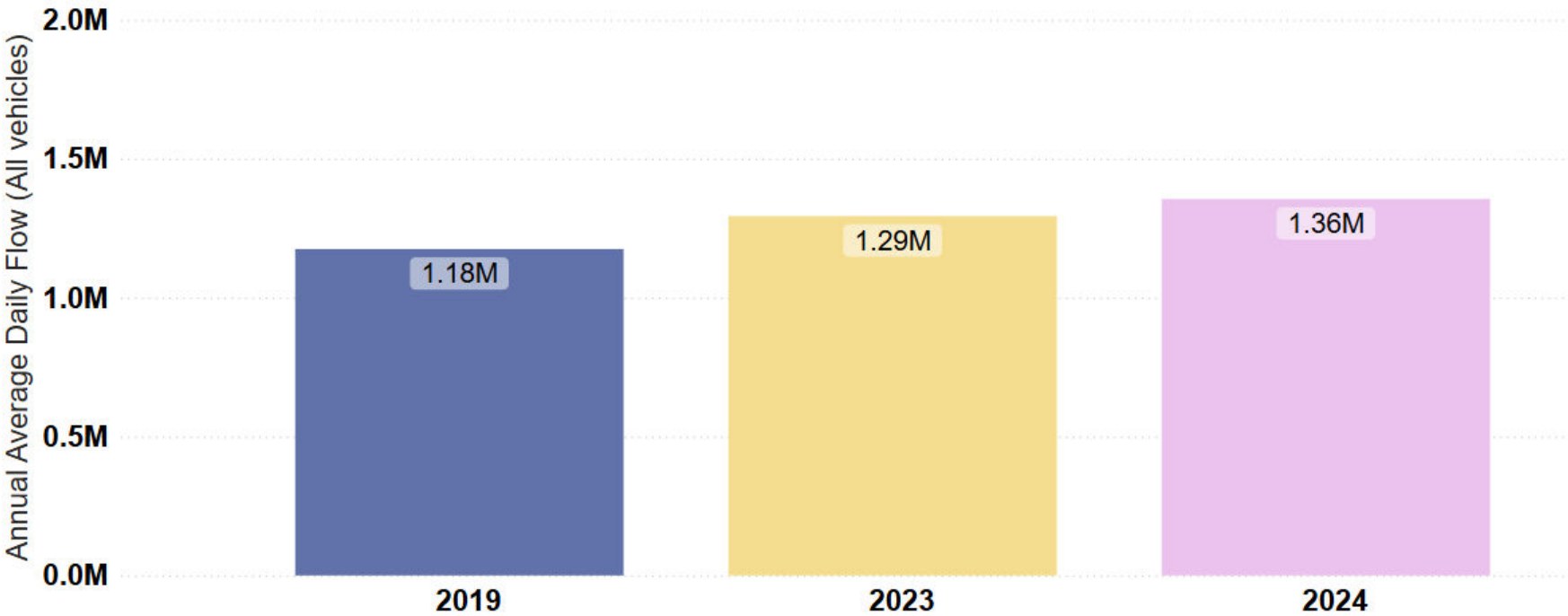


- National Highways have approximately 1,400 permanent traffic monitoring sites on the strategic road network within Cambridgeshire and Peterborough.
- Each monitoring site varies in its ability to reliably provide data over time, and periods of inactivity are common. It is therefore not appropriate to conduct comparison between years at all sites.
- For comparison to December 2024, there are **52 sites** available across Cambridgeshire and Peterborough.

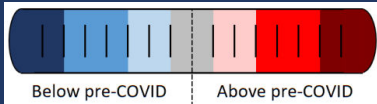
Strategic Road Network: Annual Average Daily Flow by Year



In Cambridgeshire and Peterborough, traffic volumes on the Strategic Road Network are above pre-COVID levels (+15%) and have increased since 2023 by 5%.

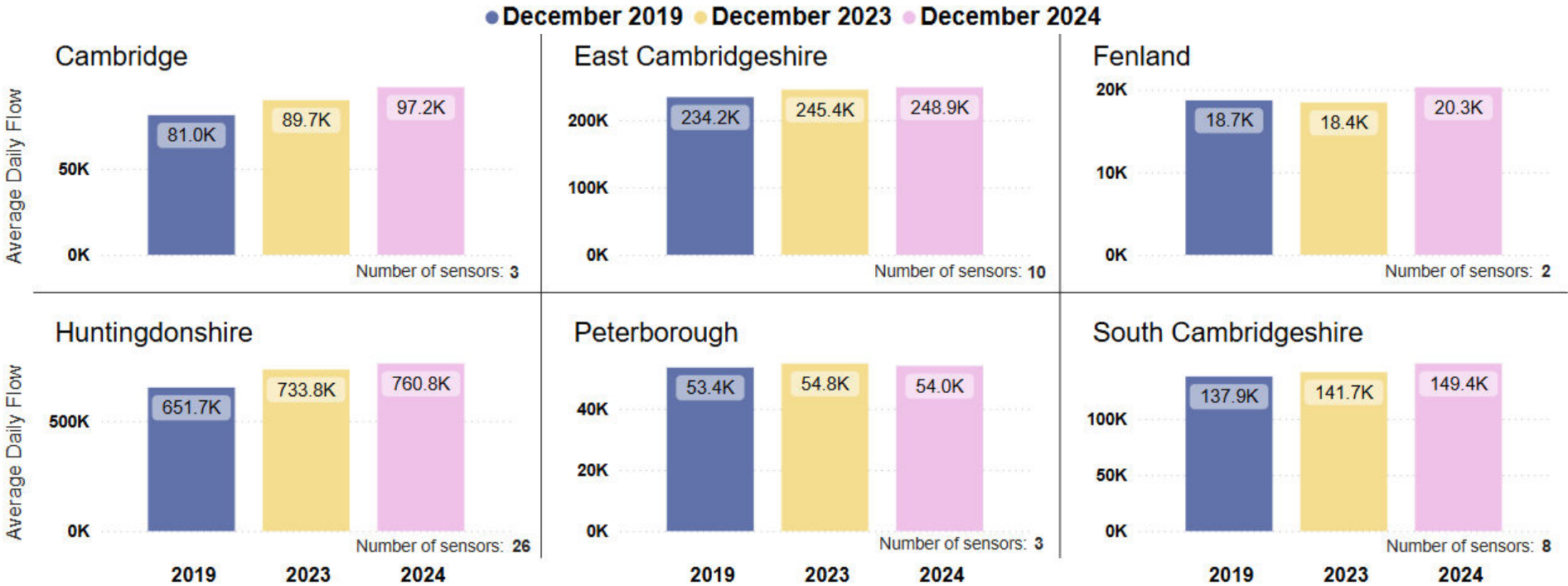


Pre-COVID to Now: 2019 to 2024	2023 to Now: Coming soon	Previous year to Now: 2023 to 2024
+15%		+5%



Strategic Road Network: Average Daily Flow by District

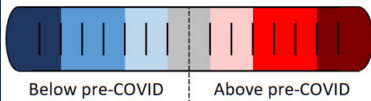
Strategic Road Network flows are higher than in December 2019 in all districts – Cambridge is furthest above (M11 sites at +20%) whilst Peterborough is just above (A1 and A47 sites average +1%). Peterborough and East Cambs see little change from December 2023, whilst other districts see a small increase (+4 to +10%)



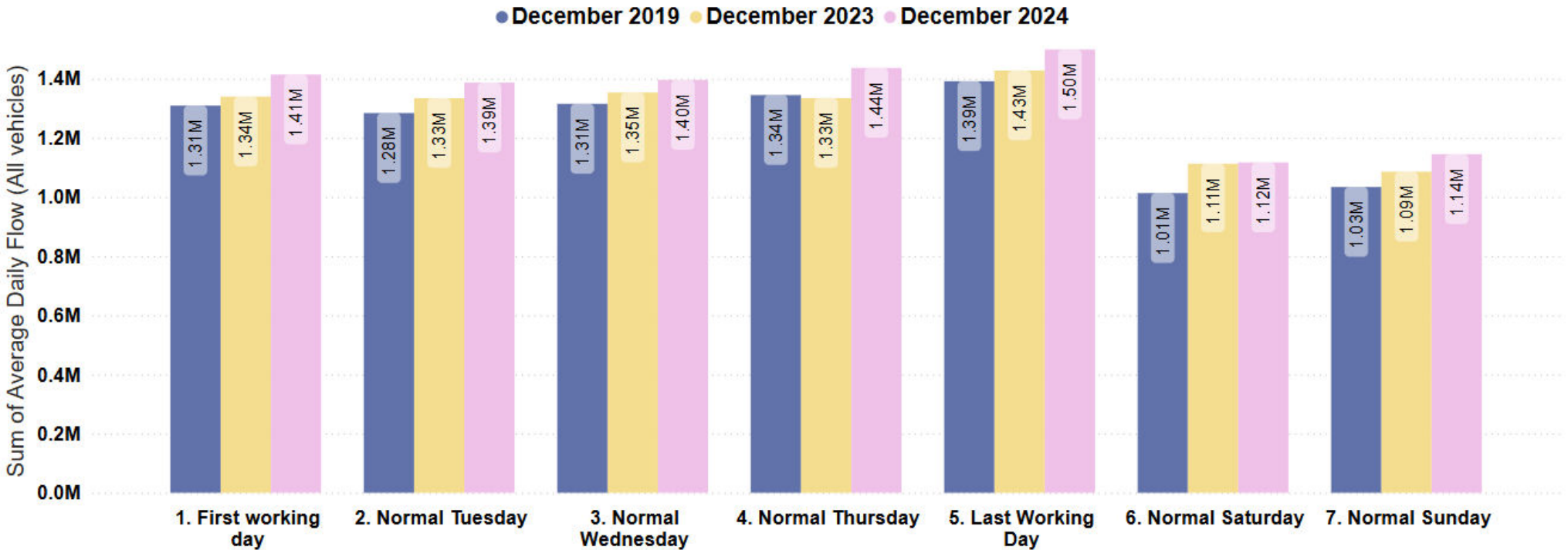
	Pre-COVID to Now: Dec 2019 to Dec 2024	2023 to Now: Coming soon	Last year to Now: Dec 2023 to Dec 2024
Cambridge	+20%	-	+8%
East Cambridgeshire	+6%	-	+1%
Fenland	+8%	-	+10%
Huntingdonshire	+17%	-	+4%
Peterborough	+1%	-	-1%
South Cambridgeshire	+8%	-	+5%

Analysis based on 52 sensors across Cambridgeshire and Peterborough.

Strategic Road Network: Daily Flow by Day of the Week



On the strategic road network, all days of the week are now above 2019 levels (+8% overall). Weekends are further ahead (+10%) than weekdays (+7%). All days also see an increase on December 2023 volumes (+5% Mon-Sun, Dec 2023 to Dec 2024).



Pre-COVID to Now: Dec 2019 to Dec 2024			2023 to Now: Coming soon			Previous year to Now: Dec 2023 to Dec 2024		
Mon-Sun	Weekdays (Mon-Thu)	Weekends (Sat-Sun)				Mon-Sun	Weekdays (Mon-Thu)	Weekends (Sat-Sun)
+8%	+7%	+10%				+5%	+5%	+3%

Local Road Network: Daily Flows

Local Road Network Monitoring Sites

Vivacity Monitoring Sites – Greater Cambridge:

The map illustrates the distribution of Vivacity Monitoring Sites across the Greater Cambridge area. The sites are represented by blue dots, with a high concentration in the central urban area of Cambridge. The map also shows the surrounding rural landscape, including roads, rivers, and various villages and towns. The M11 motorway is prominently displayed in purple, running north-south through the center of the region. Other major roads like the A14 and A10 are shown in yellow. The map includes labels for numerous locations, such as Fen Drayton, Conington, Landbeach, Waterbeach, Clayhithe, Fen Ditton, Grantchester, and Cambridge itself. The overall layout provides a comprehensive overview of the monitoring network in the Greater Cambridge region.

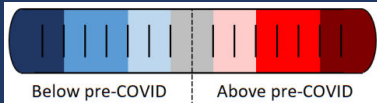
A network of VivaCity sensors is being used to monitor traffic flows across Cambridgeshire. Data from the Greater Cambridge VivaCity sensors (shown on the map) has been used to inform the local road network daily flow analysis presented in this slide pack.

Some sensors have been collecting data for a number of years whilst others are relatively new so the sensors selected to inform each table and chart is based on data availability. For example, relatively few sensors have comparable data stretching back to 2019 so many sensors are excluded from comparisons against 2019.

A list of the sensors included for each piece of analysis is provided in the notes beneath each slide. To access the notes, please view this slide deck in full screen mode by clicking the 'open in new window' button (bottom-right) and then click the 'Notes' button (bottom-right).

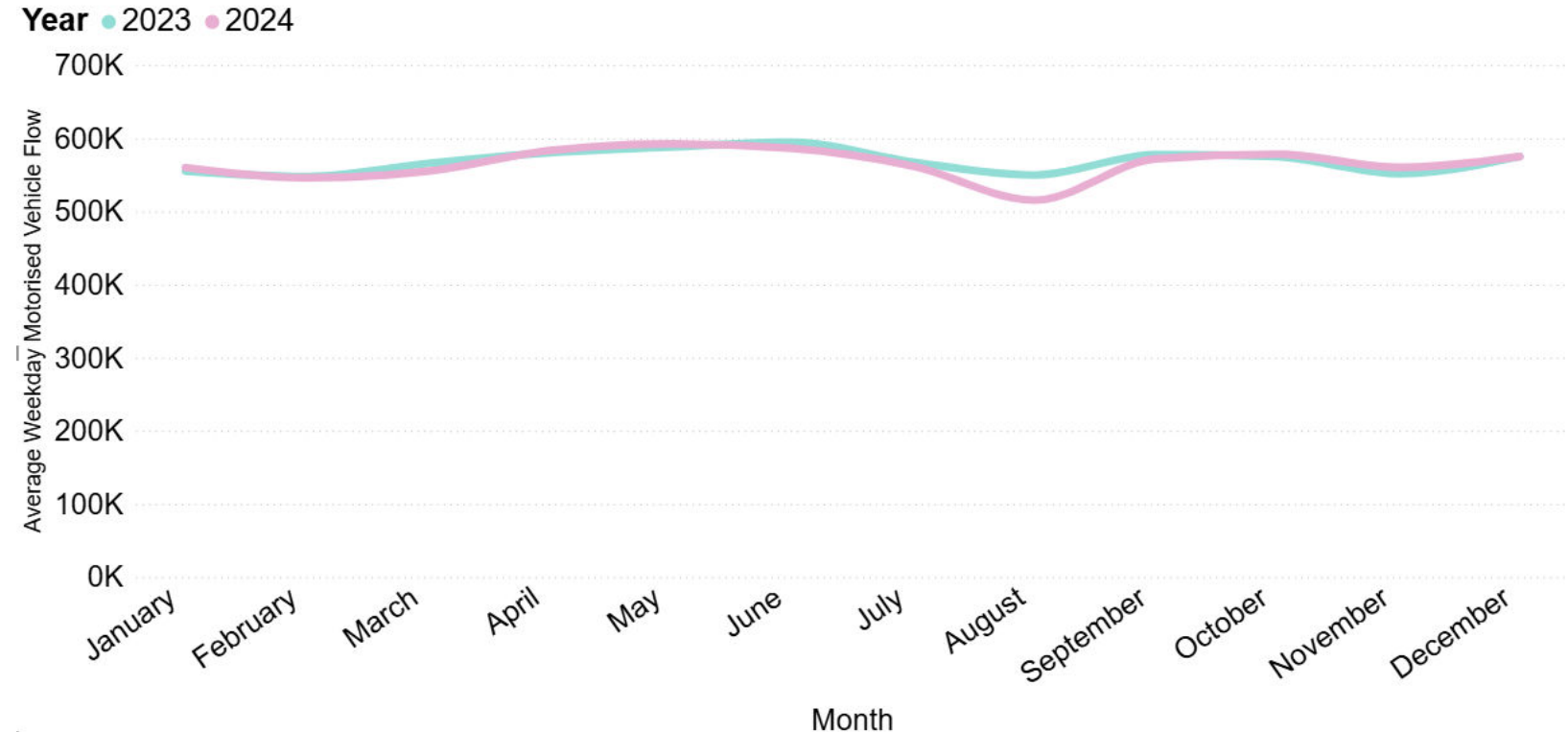
Data from all of the VivaCity sensors across Cambridgeshire can be viewed using the [Traffic Flows Dashboard](#). The locations of all traffic monitoring sites be viewed on the [Traffic Count Sites map](#).

Local Road Network: Motorised Vehicle – Trends



In December 2024, local motorised flows were 15% below pre-COVID levels (December 2019)* and 1% below this time last year (December 2023).

Average weekday vehicular flow (data from 50 sensors in Greater Cambridge).



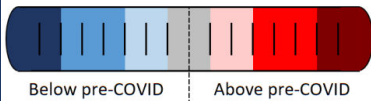
Pre-COVID to Now: Dec 2019 to Dec 2024*			2023 to Now: Coming Soon.			Previous year to Now: Dec 2023 to Dec 2024		
Mon-Sun	Weekdays (Mon-Thu)	Weekends (Sat-Sun)				Mon-Sun	Weekdays (Mon-Thu)	Weekends (Sat-Sun)
-15%	-16%	-15%				-1%	No change	-3%

*17 sensors are used to calculate these figures - see the slide notes for the full list of locations.

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

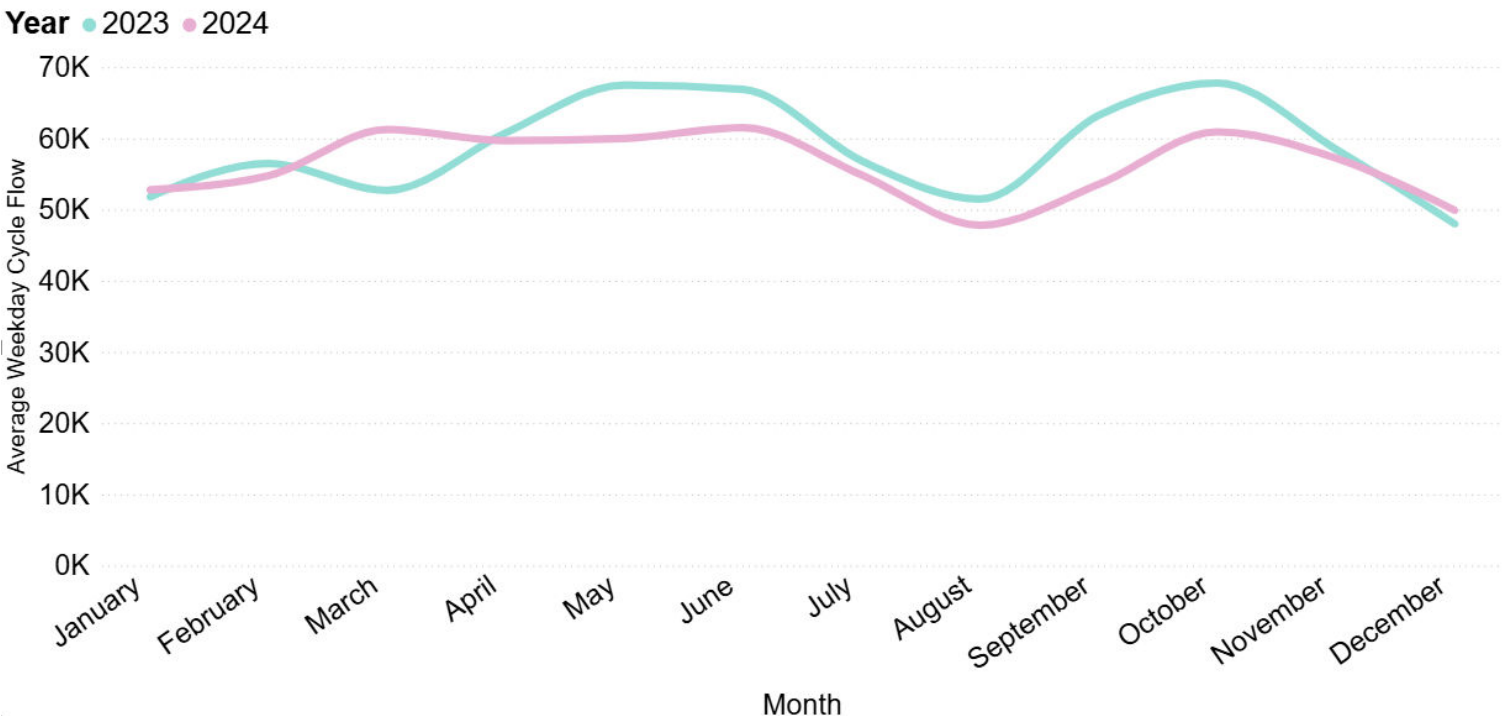
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Local Road Network: Cyclists



In December 2024, cycling volumes were 51% below pre-COVID levels (December 2019)* and 1% ahead of this time last year (December 2023), albeit with a divergence in trends between weekdays (+4%) and weekends (-10%).

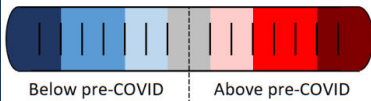
Average weekday cycle flow (data from 53 sensors in Greater Cambridge).



Pre-COVID to Now: Dec 2019 to Dec 2024*			2023 to Now: Coming Soon.			Previous year to Now: Dec 2023 to Dec 2024		
Mon-Sun	Weekdays (Mon-Thu)	Weekends (Sat-Sun)				Mon-Sun	Weekdays (Mon-Thu)	Weekends (Sat-Sun)
-51%	-49%	-62%				+1%	+4%	-10%

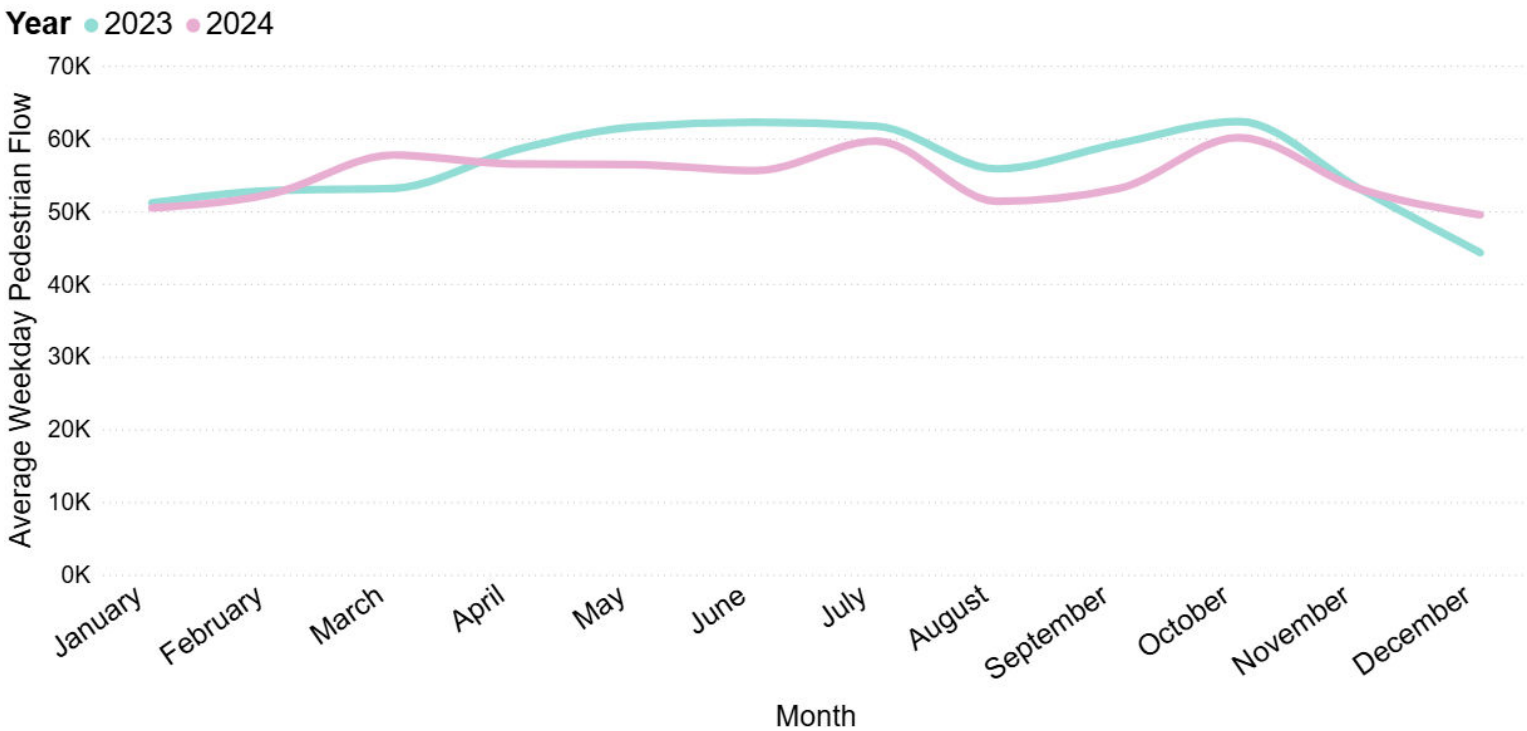
*Only two sensors are used to calculate these figures due to limited data availability: Hills Road Bridge and Tenison Road. Data from all VivaCity sensors across Cambridgeshire can now be viewed in the [Traffic Flows Dashboard](#).

Local Road Network: Pedestrians



Pedestrian volumes in December 2024 were 11% below pre-COVID levels (December 2019)* and 4% ahead of this time last year (December 2023), albeit with a divergence in trends between weekdays (+12%) and weekends (-6%).

Average weekday pedestrian flow (data from 53 sensors in Greater Cambridge).



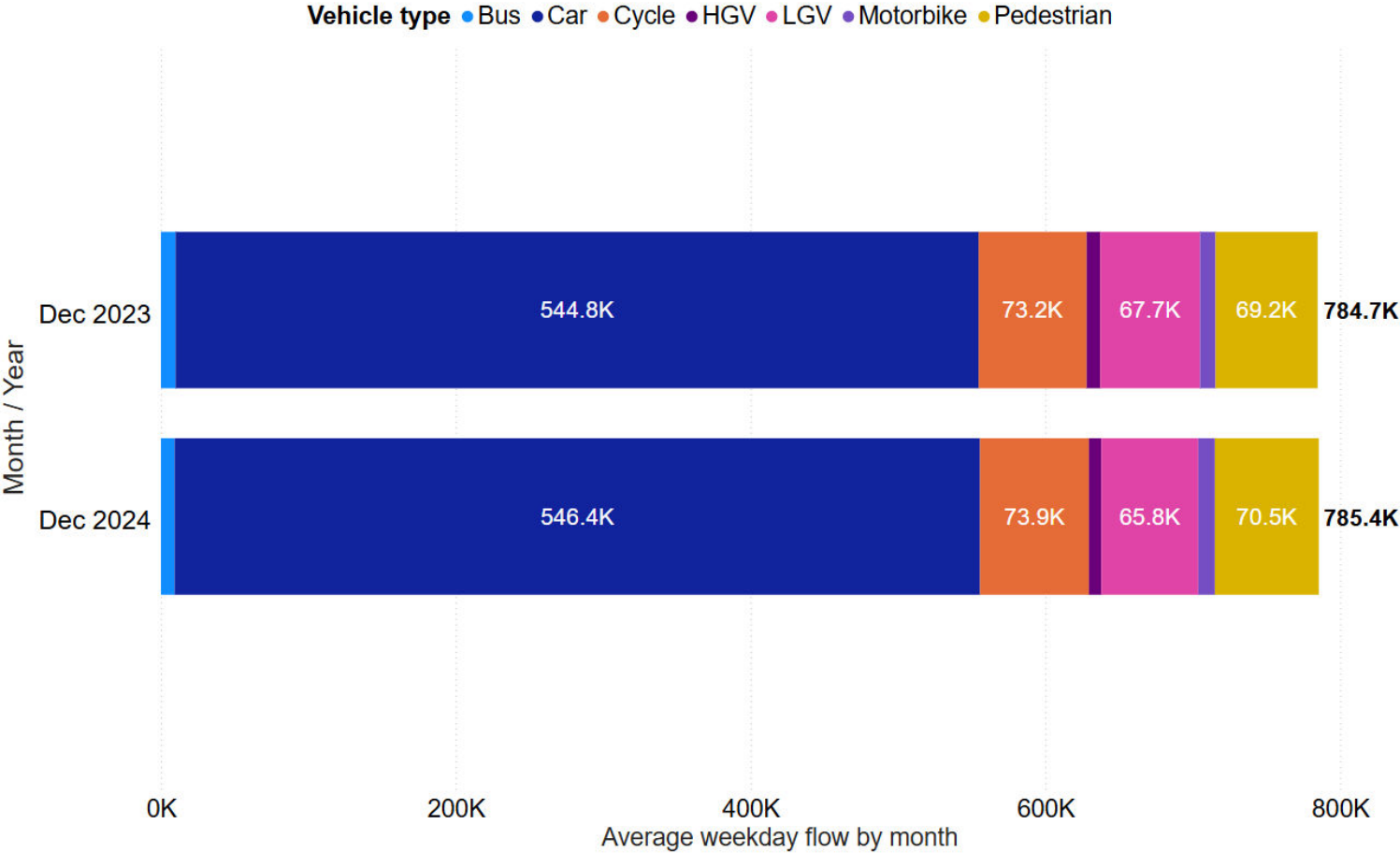
Pre-COVID to Now: Dec 2019 to Dec 2024*			2023 to Now: Coming Soon.			Previous year to Now: Dec 2023 to Dec 2024		
Mon-Sun	Weekdays (Mon-Thu)	Weekends (Sat-Sun)				Mon-Sun	Weekdays (Mon-Thu)	Weekends (Sat-Sun)
-11%	-15%	-11%				+4%	+12%	-6%

*Only two sensors are used to calculate these figures due to limited data availability: Hills Road Bridge, and Tenison Road. Data from all VivaCity sensors across Cambridgeshire can now be viewed in the [Traffic Flows Dashboard](#).

Local Traffic Flow Vehicle Split

Typical weekday flows in December 2024 were just ahead of those recorded at this point last year (December 2023). The vehicle mode split has remained stable.

Average weekday vehicle split (data from 71 sensors across Greater Cambridge)



Active Travel* proportion by year	
Year	Active %
December 2023	18%
December 2024	18%

December 2024 Top 5 Active Travel Roads (%)	
Location	Active %
Kingston Street (South)	92%
Hope Street (near Mill Road)	71%
Mill Road, West of D'shire Rd	62%
Hills Road (near Norwich St)	56%
Mill Road (near Hope Street)	56%

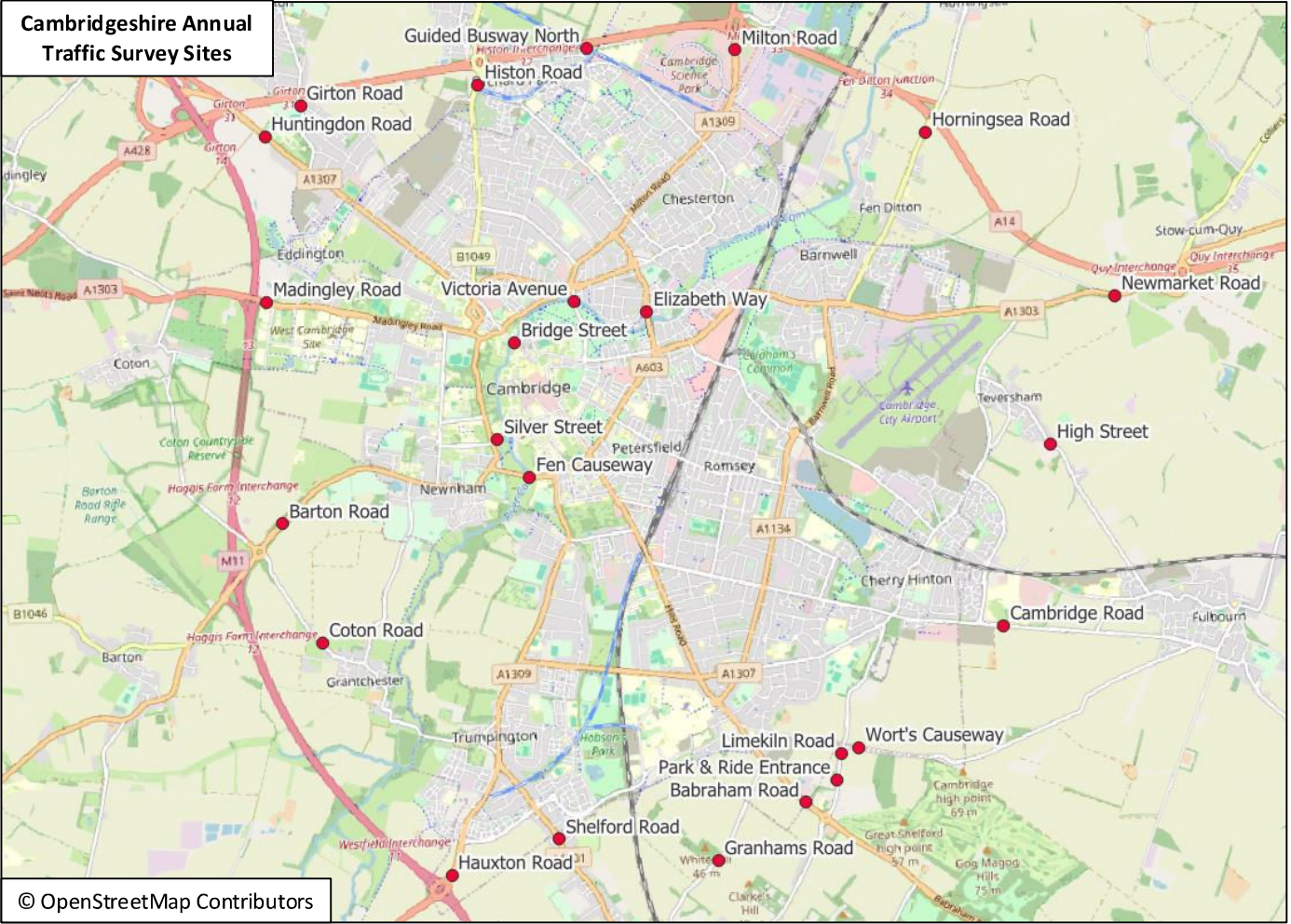
December 2024 Bottom 5 Active Travel Roads (%)	
Location	Active %
Hauxton Road	1%
B1050 (Earith Road)	1%
B1050 (Hatton's Road)	0%
A10 (3 sites)	0%
Milton Road (near Cowley Rd)	0%

*Active Travel includes cyclists and pedestrians.

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

Local Road Network: Hourly Flows

Local Road Network: Motorised Vehicle - Annual Survey Sites



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

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

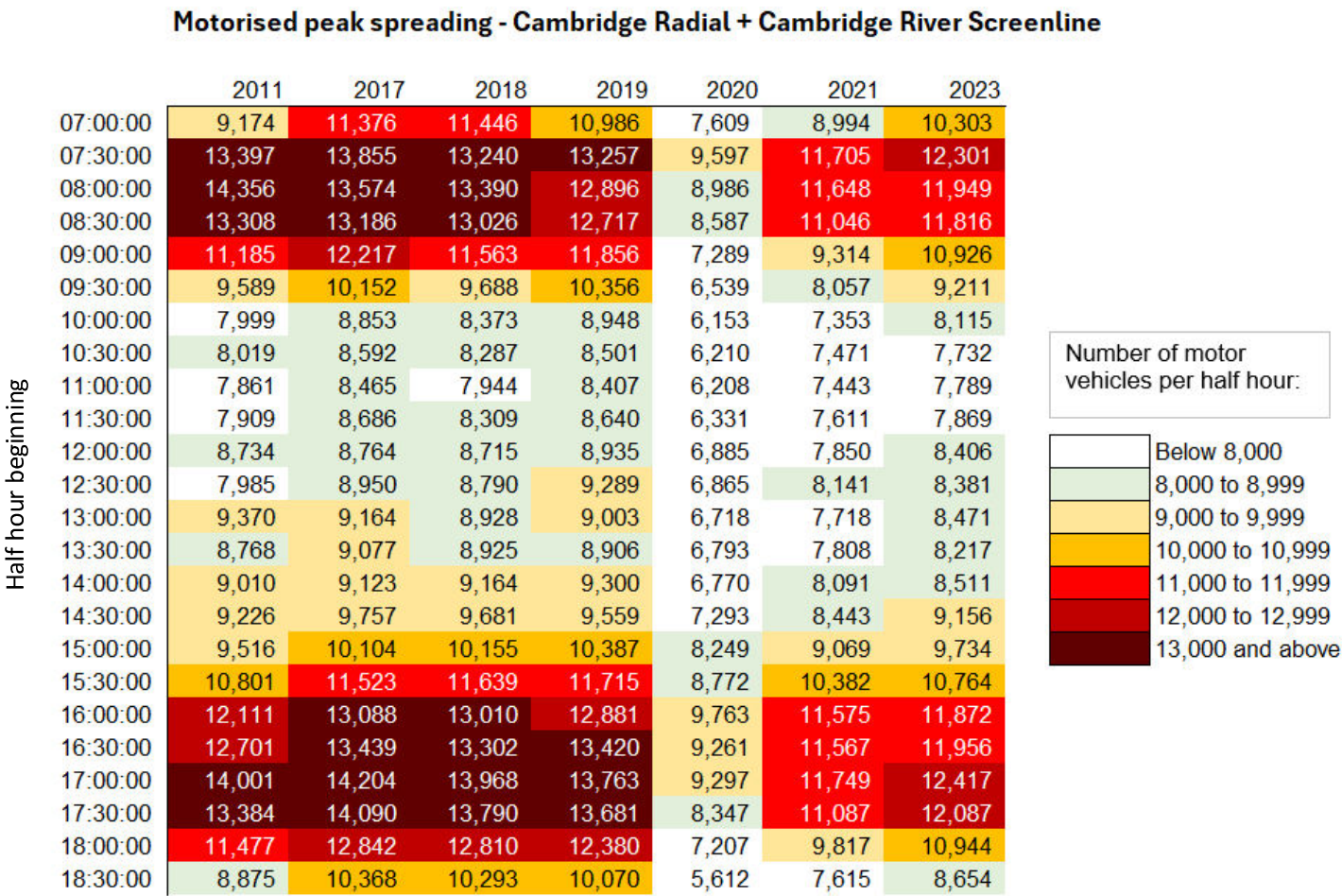
The sites shown on this map are those in and around Cambridge at which CCC has collected motorised traffic flows consistently over several years.

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

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

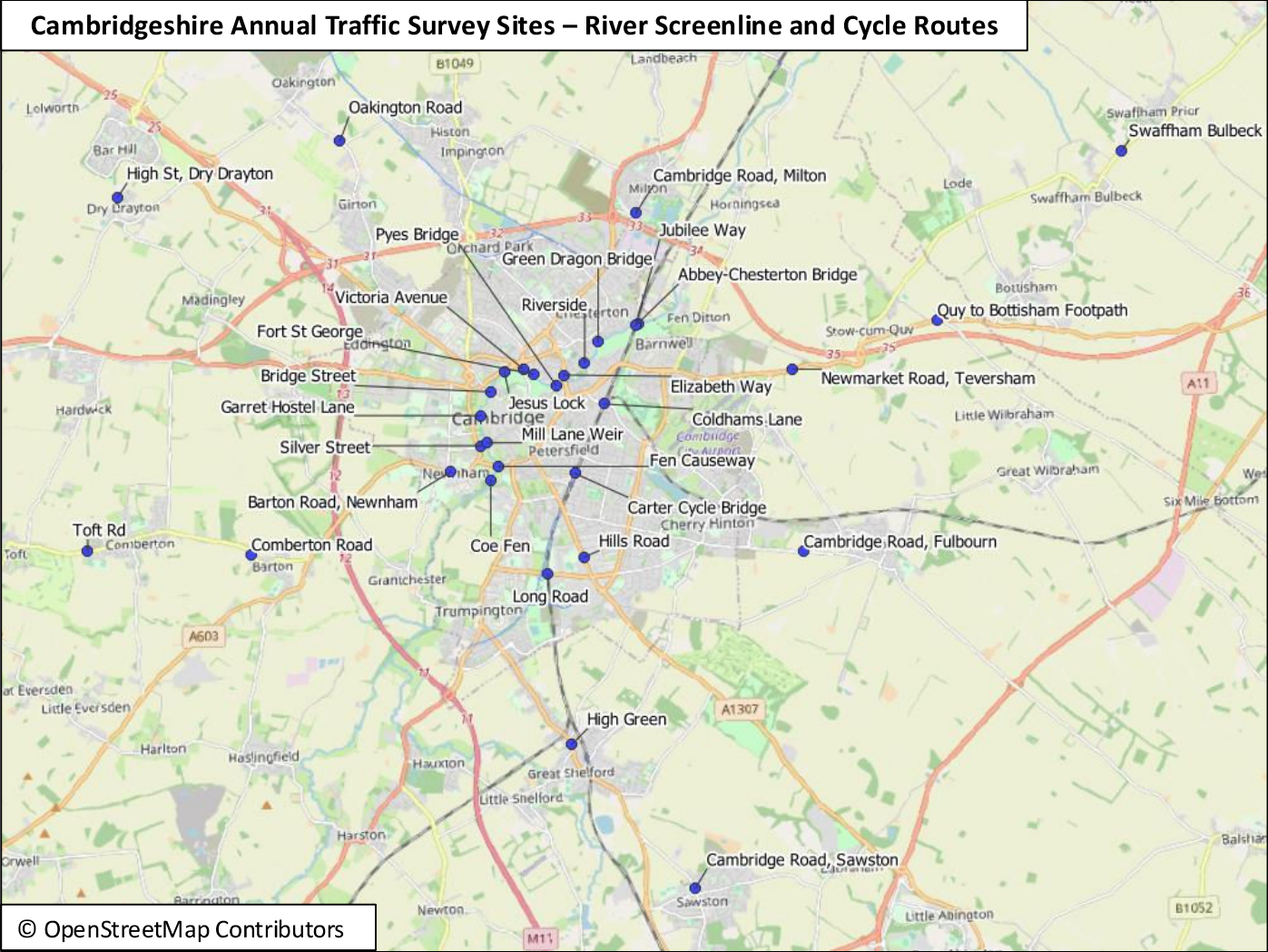
Local Road Network: Motorised Vehicle - Peak Spreading

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



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

Local Road Network: Active Travel Annual Survey Sites



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

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

The sites shown on this map are active travel routes in and around Cambridge at which CCC has collected active travel flows consistently over several years.

Analysis of active travel counts from these sites is presented on the following slide.

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

Local Road Network: Active Travel Peak Spreading

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

Active peak spreading – Cambridge River Screenline + Greater Cambridge Cycle Route Monitoring

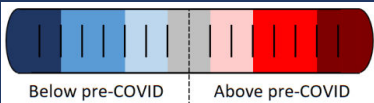
	2011	2017	2018	2019	2020	2021	2022	2023
07:00:00	1,386	1,894	1,893	1,772	734	1,346	1,422	1,626
07:30:00	2,460	3,199	3,240	3,139	1,073	2,284	2,434	2,689
08:00:00	3,943	4,950	5,199	5,119	1,067	3,740	4,045	4,535
08:30:00	4,841	5,917	6,451	6,582	1,120	4,065	4,826	5,472
09:00:00	3,448	3,974	4,049	4,319	922	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:

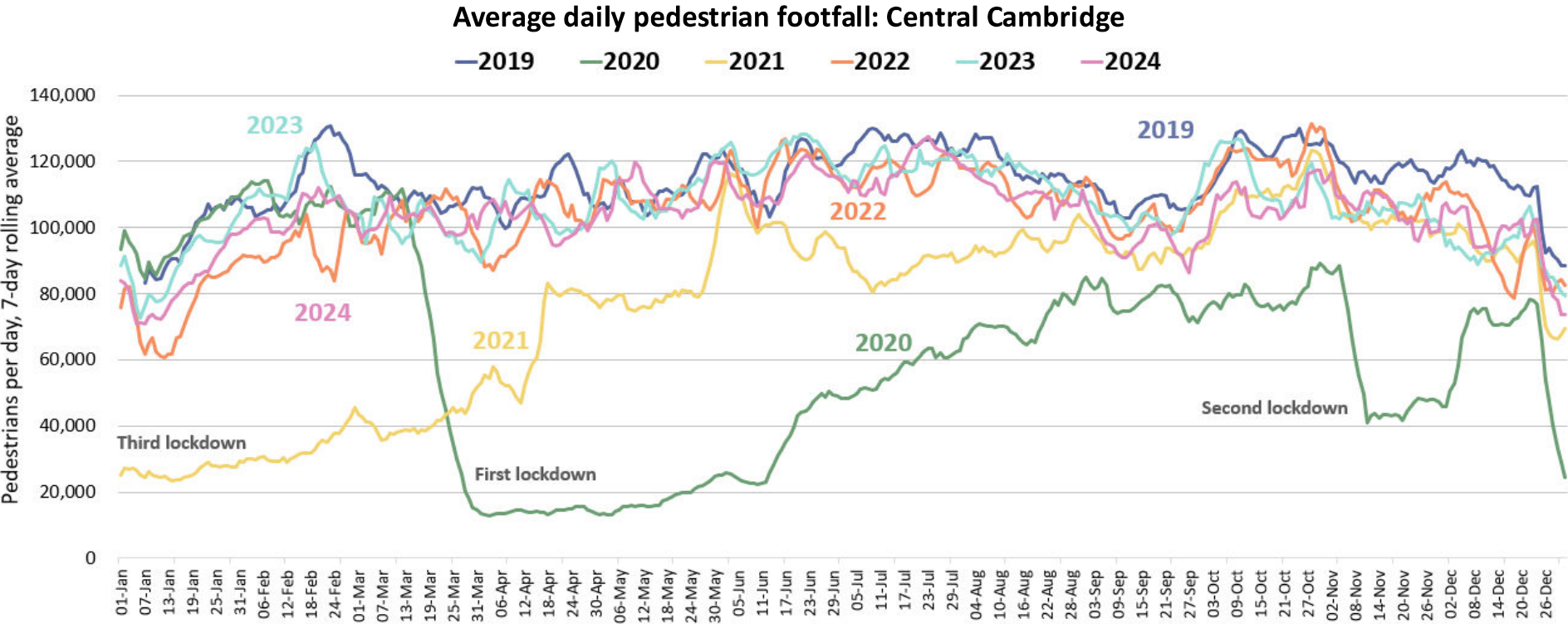
- Below 3,000
- 3,000 to 3,499
- 3,500 to 3,999
- 4,000 to 4,499
- 4,500 to 4,999
- 5,000 to 5,499
- 5,500 and above

Retail Footfall

Retail Footfall: Central Cambridge



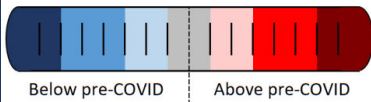
In December 2024, retail footfall in Cambridge was 13% below pre-COVID levels (December 2019) and 2% above this time last year (December 2023). Weekends continue to be more recovered than weekdays.



Pre-COVID to Now: Dec 2019 to Dec 2024			2023 to Now: Coming Soon			Previous year to Now: Dec 2023 to Dec 2024		
Mon-Sun	Weekdays (Mon-Thu)	Weekends (Sat-Sun)				Mon-Sun	Weekdays (Mon-Thu)	Weekends (Sat-Sun)
-13%	-17%	-10%				+2%	+11%	-2%

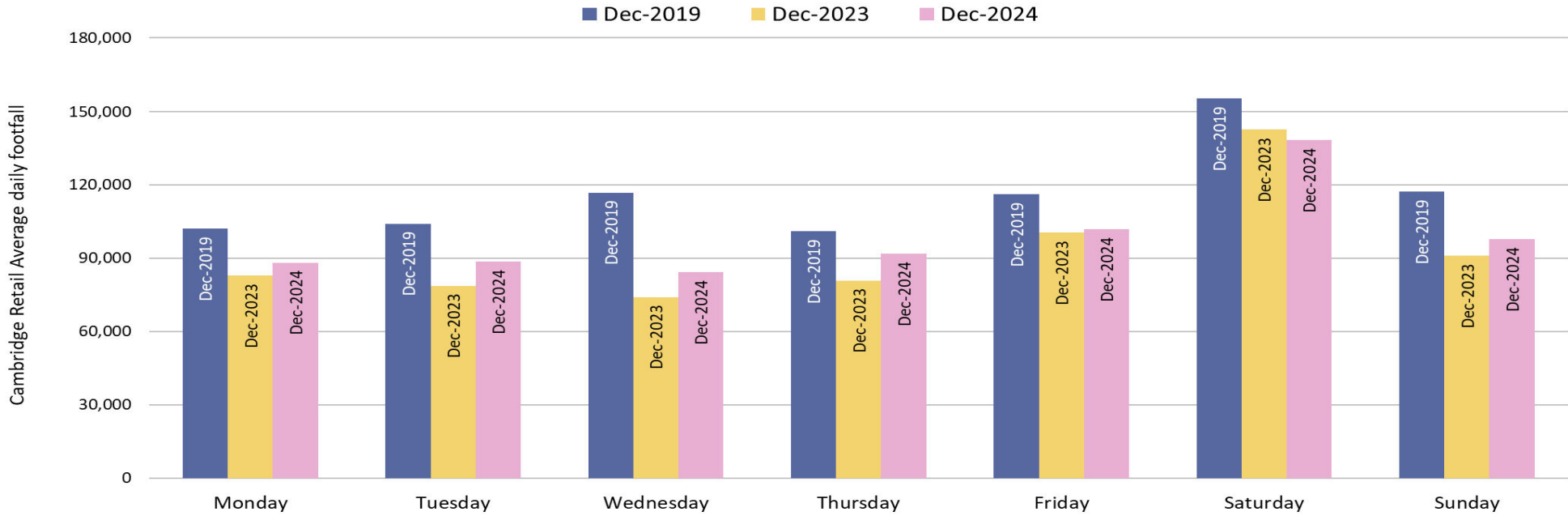
This analysis is based on data from 6 locations in Cambridge: Bridge Street, Fitzroy Street, Market Hill, Rose Crescent, Regent Street and Sidney Street.

Retail Footfall: Central Cambridge by Day of the Week



In December 2024, retail footfall was below pre-COVID levels (December 2019) on all days of the week. Wednesdays (-28%) and Sundays (-17%) are the least recovered days whilst Thursday is closest to pre-COVID levels (-9%).

Average daily pedestrian footfall: Central Cambridge

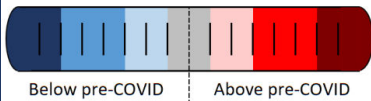


Pre-COVID to Now: Dec 2019 to Dec 2024						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
-14%	-15%	-28%	-9%	-12%	-11%	-17%

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

Car Parking

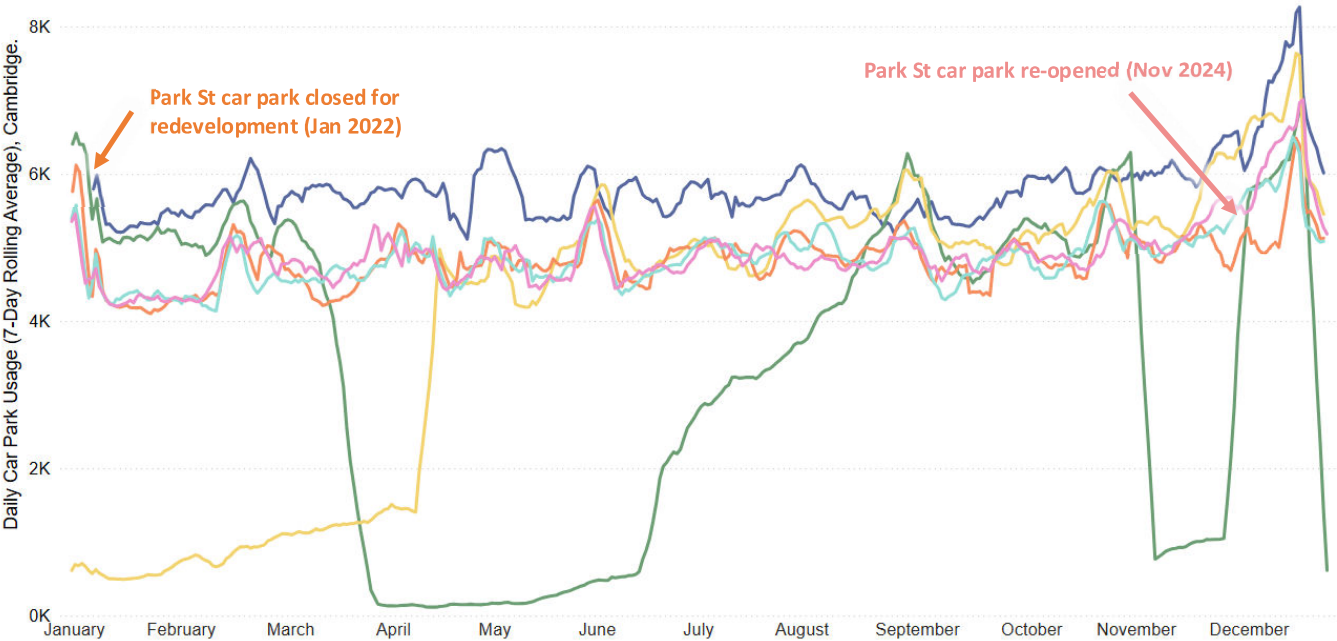
Car Parking: Daily Use



Cambridge multi-storey car park use in December 2024 was 11% below pre-COVID (December 2019) levels and remains similar to last year (December 2023). Queen Anne Terrace usage is the furthest ahead of pre-COVID (+18%), whilst Park Street usage (having just re-opened) is furthest below pre-COVID (-72%).

Daily Car Park Usage (7-Day Rolling Average), Cambridge.
Year ● 2019 ● 2020 ● 2021 ● 2022 ● 2023 ● 2024

Multi-storey car park usage, Cambridge

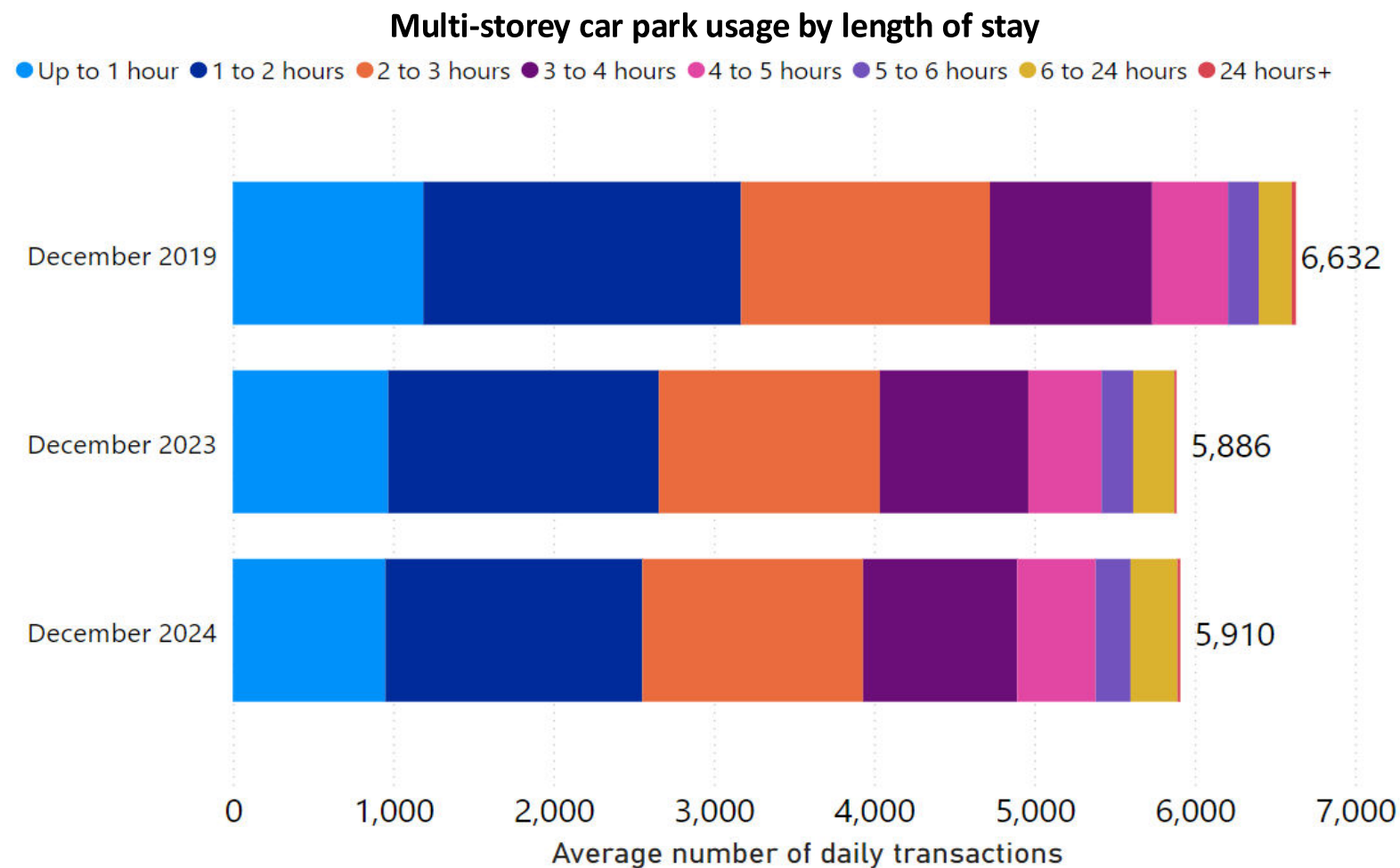


Pre-COVID to Now: Dec 2019 to Dec 2024			2023 to Now: Coming Soon			Previous year to Now: Dec 2023 to Dec 2024		
Mon-Sun	Weekdays (Mon-Thu)	Weekends (Sat-Sun)				Mon-Sun	Weekdays (Mon-Thu)	Weekends (Sat-Sun)
-11%	-18%	-3%				0%	+1%	+1%

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

Car Parking: Length of Stay by Month

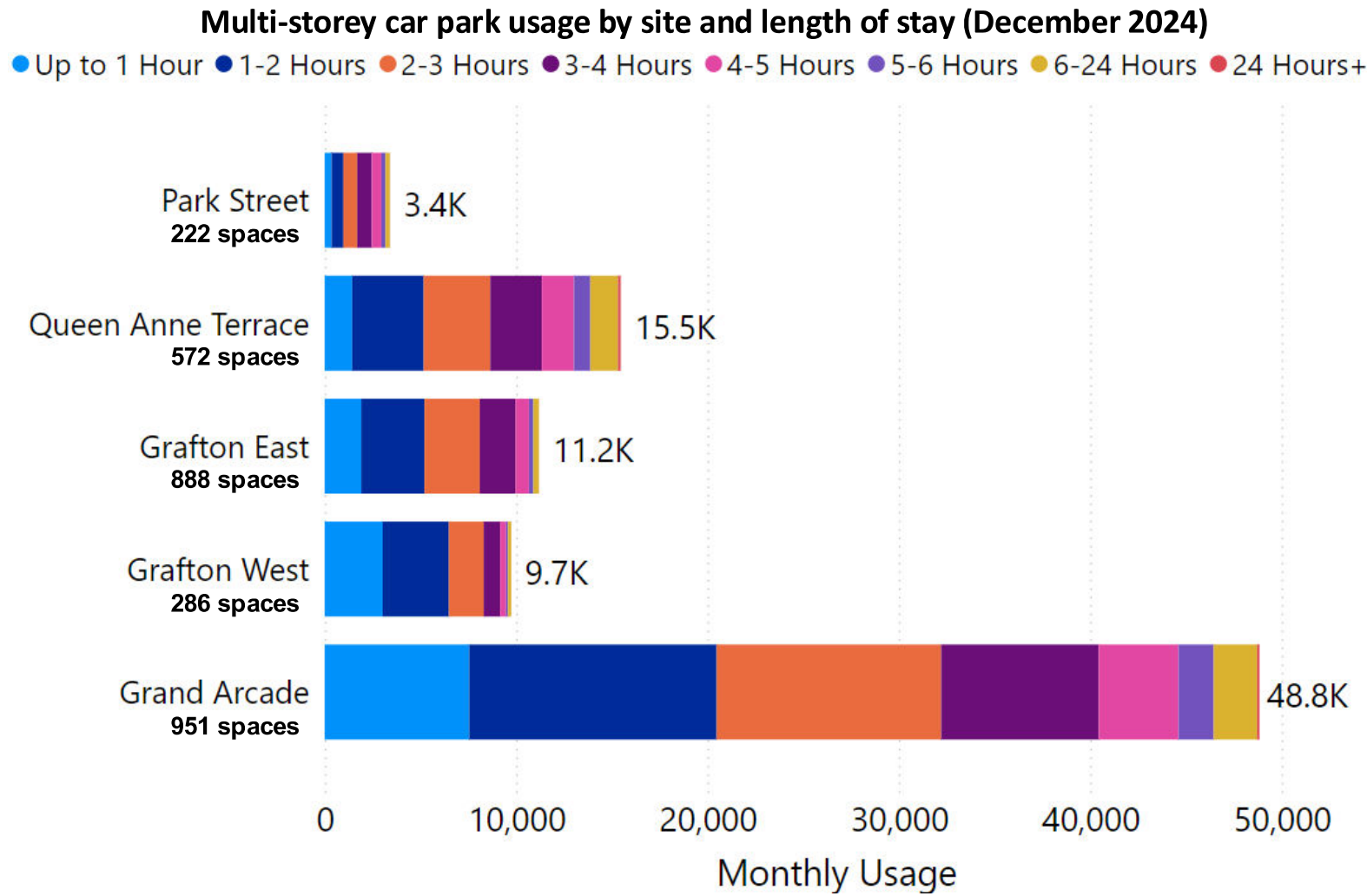
December 2024 average daily usage of multi-storey car parks is 11% lower than pre-COVID (December 2019), but shows no change compared to last year. The proportionate split in length-of-stay within multi-storey car parks has stayed fairly consistent over time.



This analysis is based on data from 5 multi-storey car parks in Cambridge: Grafton East, Grafton West, Grand Arcade, Park Street and Queen Anne Terrace. Park Street car park was closed from Jan 2022 and [re-opened in late Nov 2024](#) - usage figures for Park Street are included on this chart so that the impact of its closure, and its re-opening, can be seen.

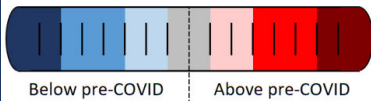
Car Parking: Length of Stay by Car Park

In December 2024, Grafton West had the highest proportion of stays under 3 hours (85%) whilst Park Street had the lowest proportion (50%). Grand Arcade continues to be the most popular car park despite having a similar number of spaces as Grafton East.

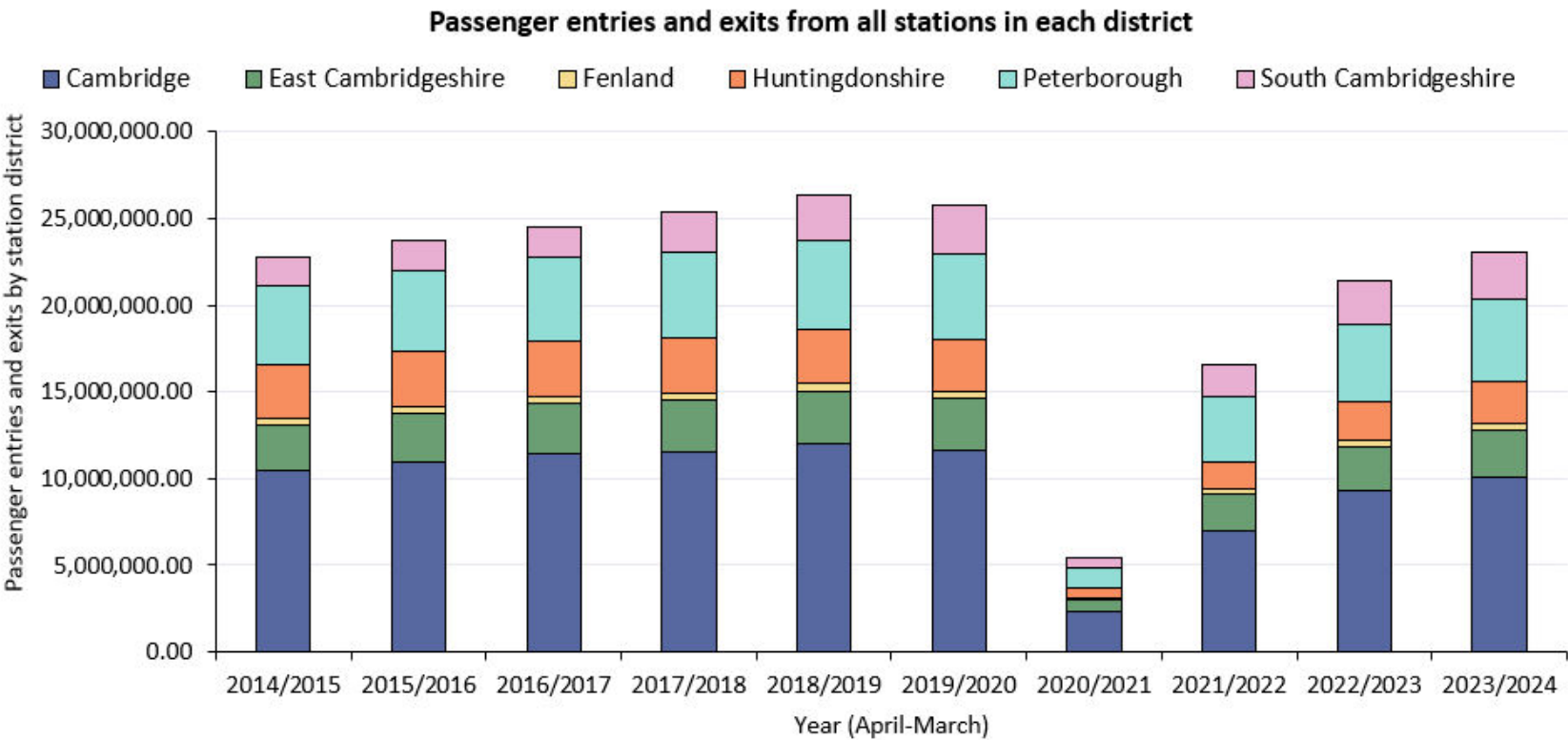


Rail Passengers

Rail Passengers: Usage



Local station entries and exits are below pre-COVID levels (2018/19) in most districts. South Cambridgeshire is the only district exceeding pre-COVID (+5%), driven by a 56% increase at Cambridge North (the fastest growing station in Cambridgeshire and Peterborough).



Cambridgeshire (incl Pboro)

Pre-COVID to Now:
2018/19* to 2023/24

-12%

Cambridgeshire (excl Pboro)

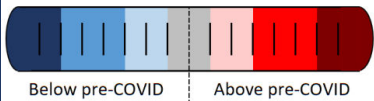
Pre-COVID to Now:
2018/19* to 2023/24

-14%

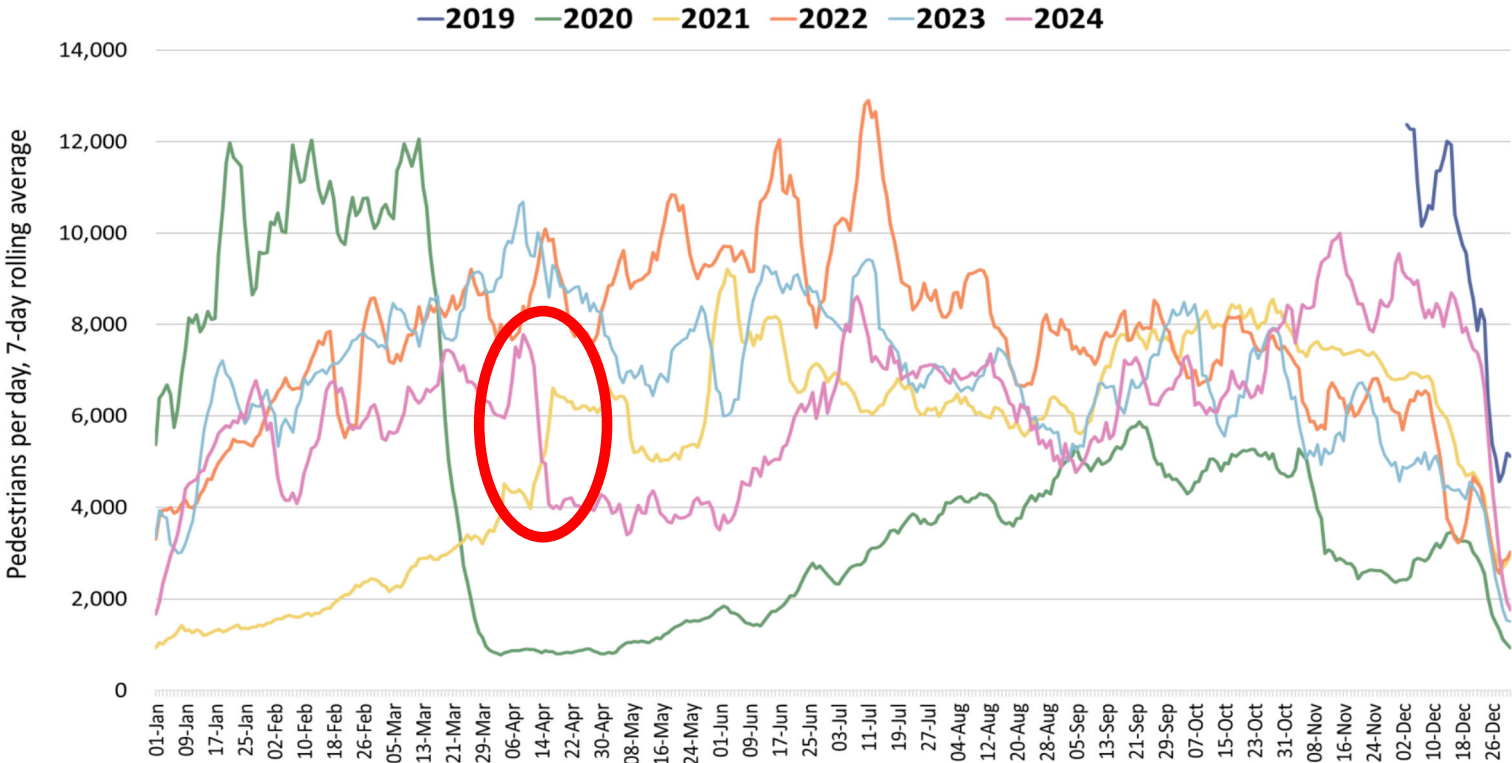
District	Cambridge	East Cambridgeshire	Fenland	Huntingdonshire	Peterborough	South Cambridgeshire
Pre-COVID to Now: 2018/19* to 2023/24	-16%	-11%	-11%	-24%	-7%	+5%

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

One Station Square Footfall



Footfall at One Station Square (outside Cambridge train station)



Note:
Concerns were raised regarding the reliability of the One Station Square footfall data following a sudden drop in April 2024 (see red highlight on chart).

Cambridge BID conducted checks on this sensor and confirmed that an issue was repaired in December 2024.

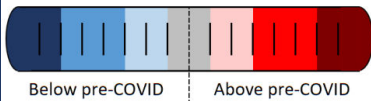
It is therefore recommended that the 2024 data at this site should be disregarded. Monitoring will resume from 2025.

Pre-COVID to Now: Dec 2019 to Dec 2024			2023 to Now: Coming soon			Previous year to Now: Dec 2023 to Dec 2024		
Mon-Sun	Weekdays (Mon-Thu)	Weekends (Sat-Sun)	Mon-Sun	Weekdays (Mon-Thu)	Weekends (Sat-Sun)	Mon-Sun	Weekdays (Mon-Thu)	Weekends (Sat-Sun)

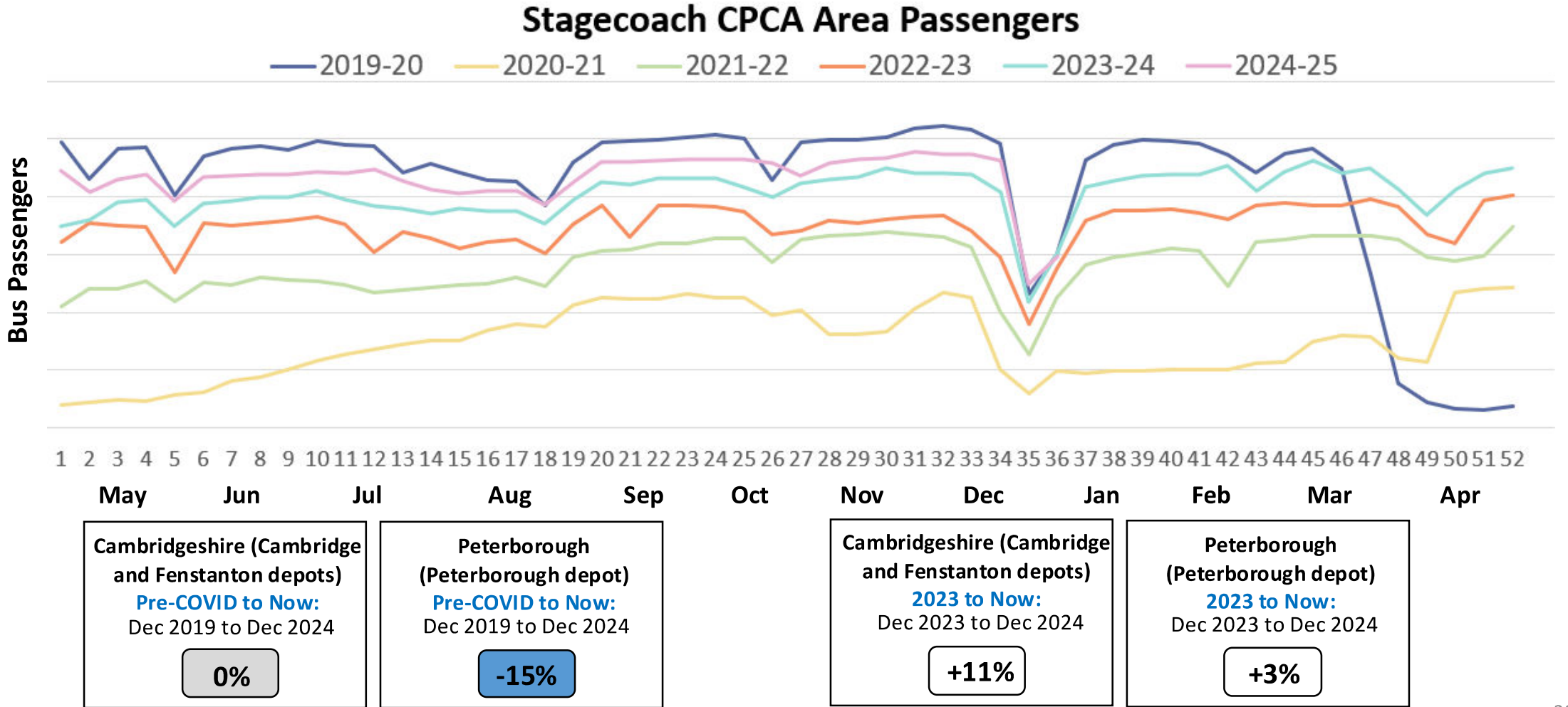
*This sensor was installed in December 2019 so pre-COVID data is not available for all months. Please note the caveat on this page regarding reliability of this sensor throughout 2024.

Bus Passengers

Bus Passengers: including Park and Ride

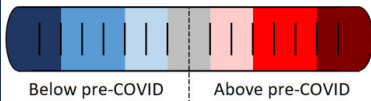


Bus passenger volumes on services based at Stagecoach’s Cambridgeshire depots (Cambridge and Fenstanton) are similar to pre-COVID (-0% change) in December 2024.
Bus passenger numbers in Peterborough are gradually increasing – but remain below pre-COVID levels, at -15%.



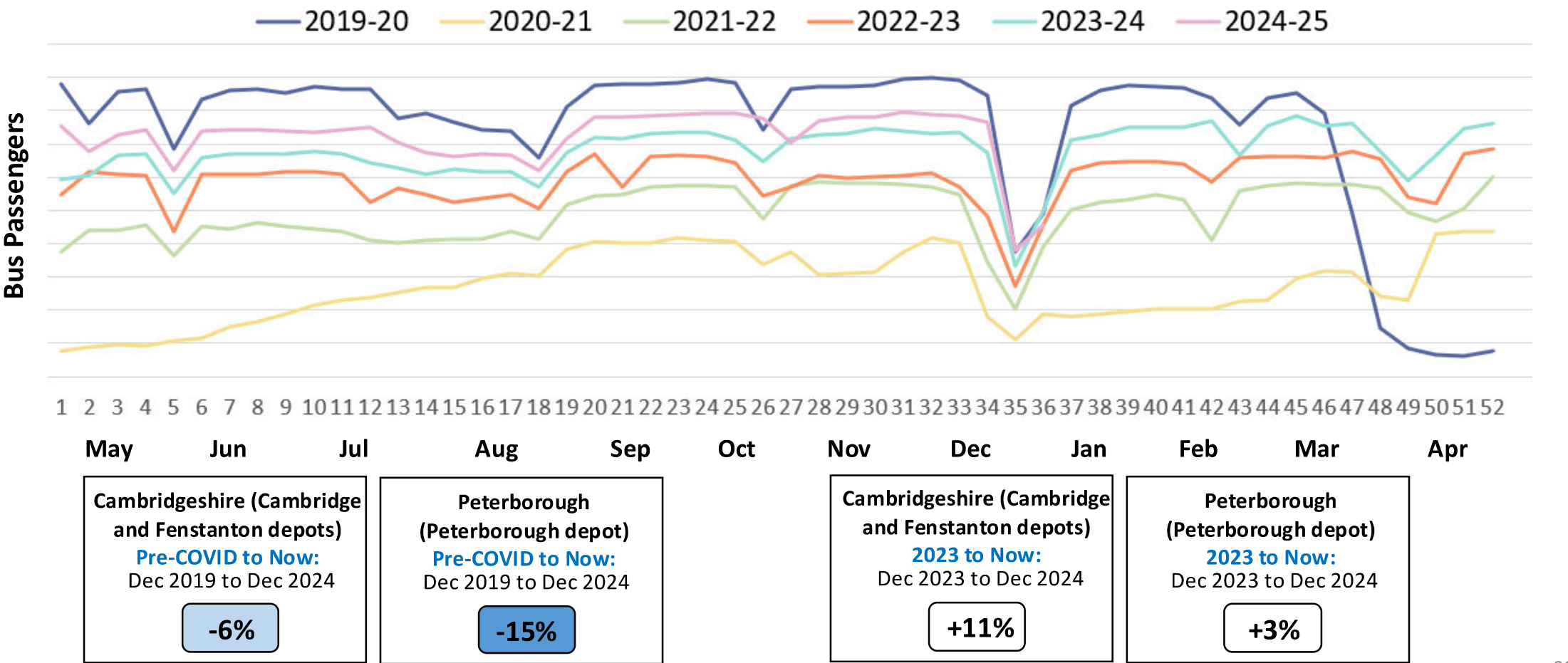
Due to the commercial sensitivity of this data, bus passenger volumes are not labelled on the y-axis of this graph. Park and Ride services only operate from the Cambridge depot.

Bus Passengers: excluding Park and Ride



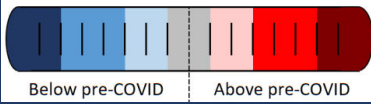
In December 2024, bus passengers on non-Park & Ride services were 6% below pre-COVID from the Cambridgeshire depots (Cambridge and Fenstanton), and 15% below at the Peterborough depot. There was a large decrease in passenger numbers towards the end of December – which occurs every year.

Stagecoach CPCA Area Passengers (excluding P&R Passengers)

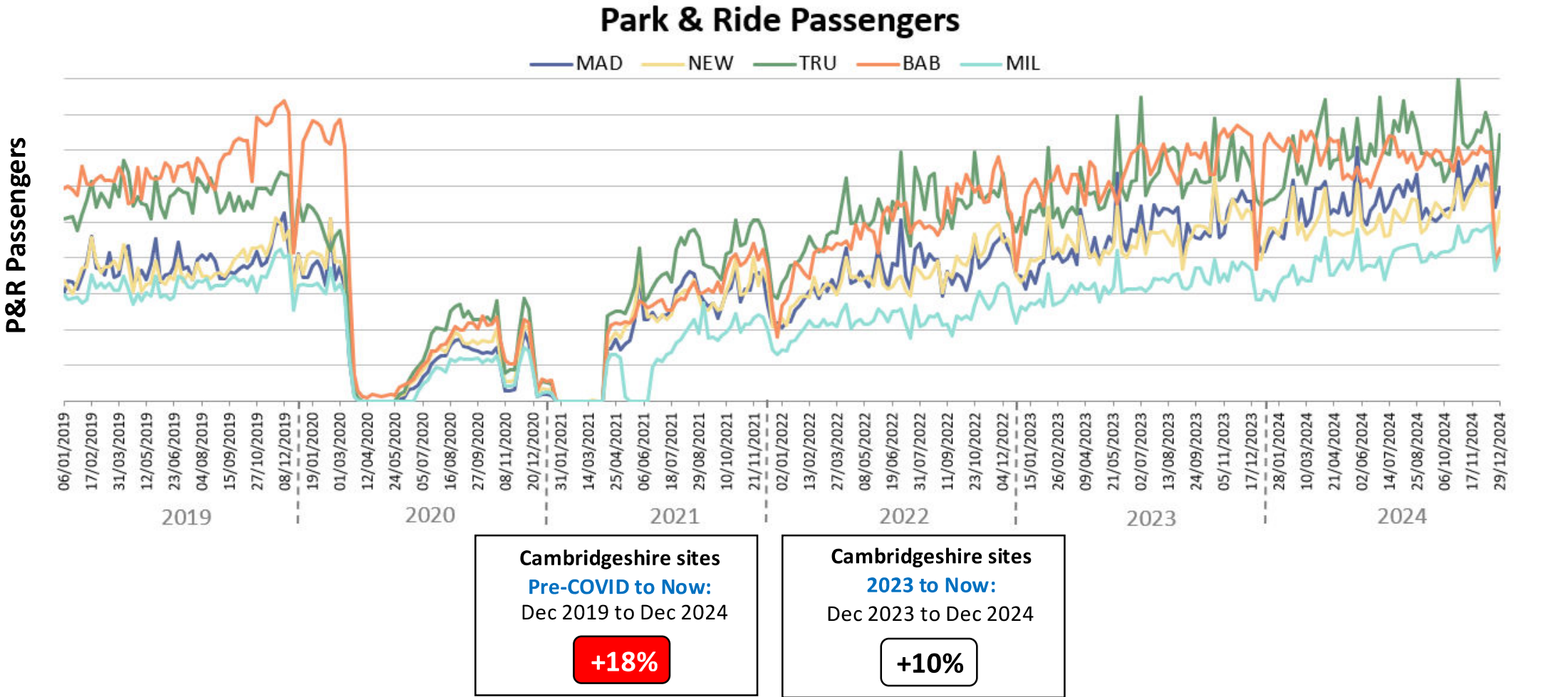


Due to the commercial sensitivity of this data, bus passenger volumes are not marked on the y-axis of this graph.

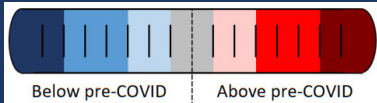
Bus Passengers: Park and Ride only



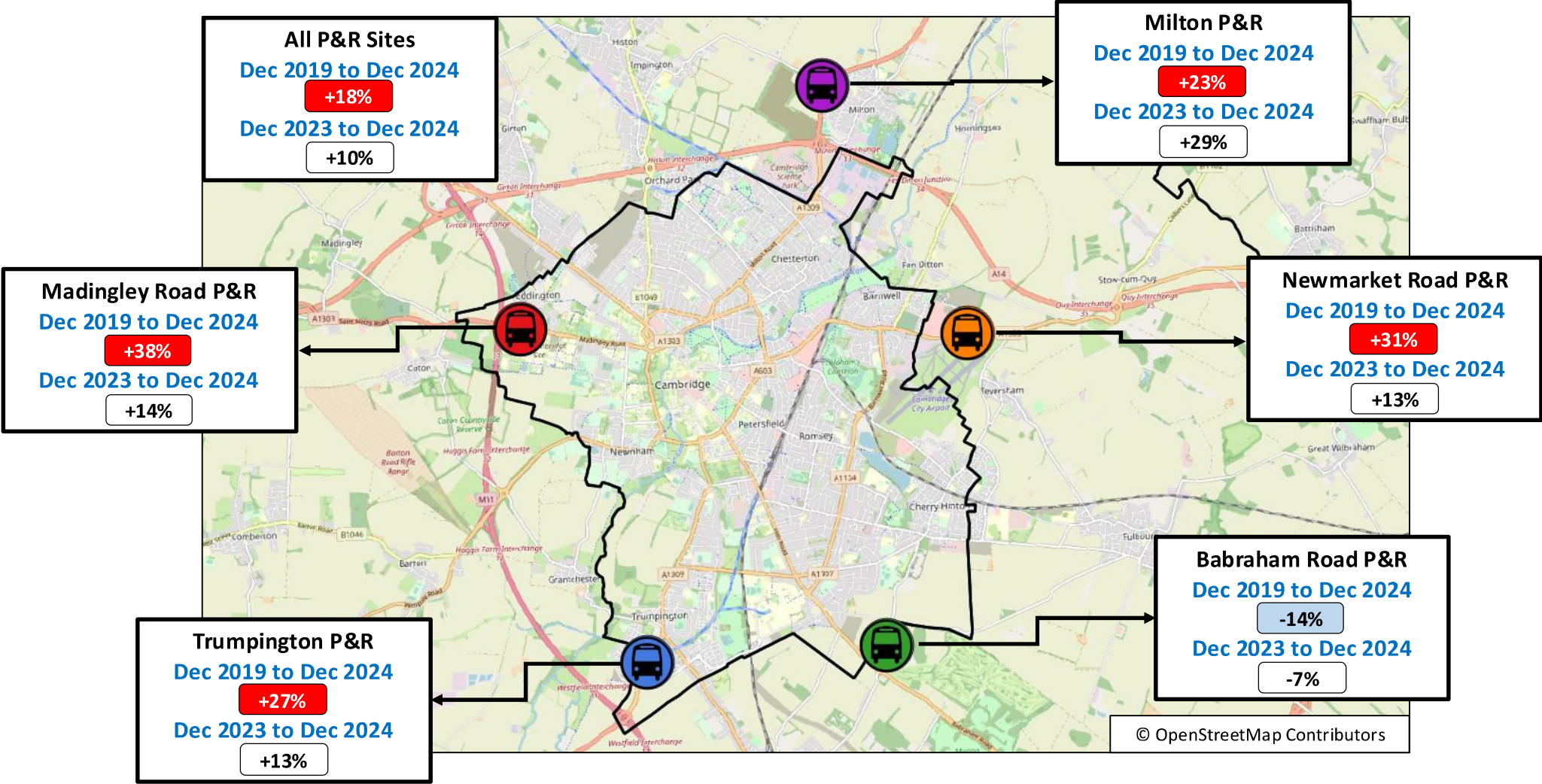
Trumpington and Babraham Park and Ride continue to be the sites with the highest volumes. All sites are now around or above pre-COVID volumes, and the overall Park & Ride usage has increased by 18% compared to December 2019.



Bus Passengers: Park and Ride by Site



Park and Ride (P&R) site usage exceeds pre-COVID levels at all sites, except for at Babraham Road P&R. Madingley Road is furthest above pre-COVID, at +38%
Across all sites, there is an 18% increase in P&R passenger since December 2019 and a 10% increase since December 2023.



Micro-mobility

Voi E-scooters and E-bikes in Cambridge

Voi have seen increases in usage of their e-scooters and e-bikes since 2023. The total number of rides between Oct-Dec 2024 was 32% above last year. Weekdays continue to show distinct morning and afternoon peaks, while the most common rider age group is 26-39.

Voi have operated an electric scooter (e-scooter) and electric bike (e-bike) trial scheme in and around Cambridge since October 2020.

Key statistics: October – December 2024
% change from same period in 2023

Number of rides:
+32%

% change from same period in 2023

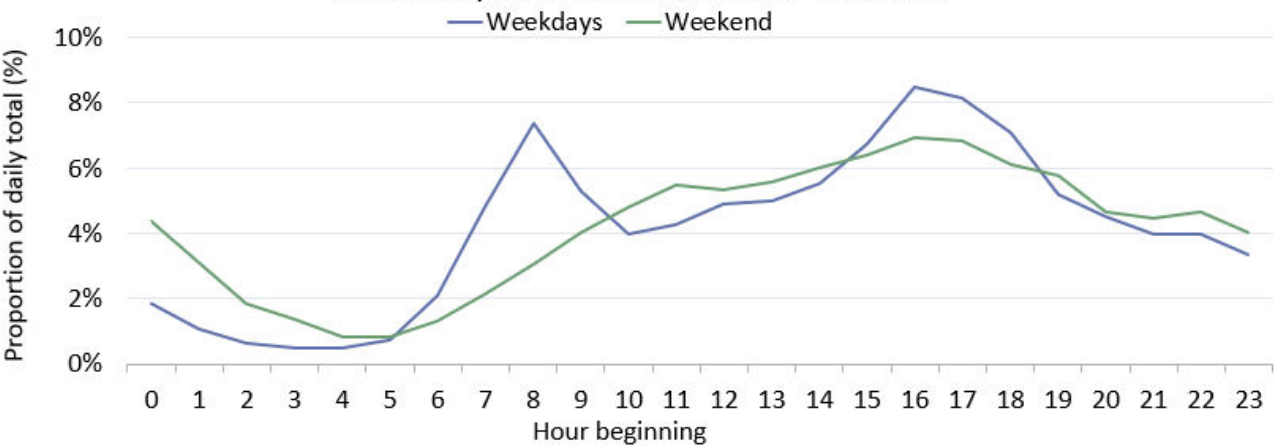
Number of active riders:
+17%

% change from same period in 2023

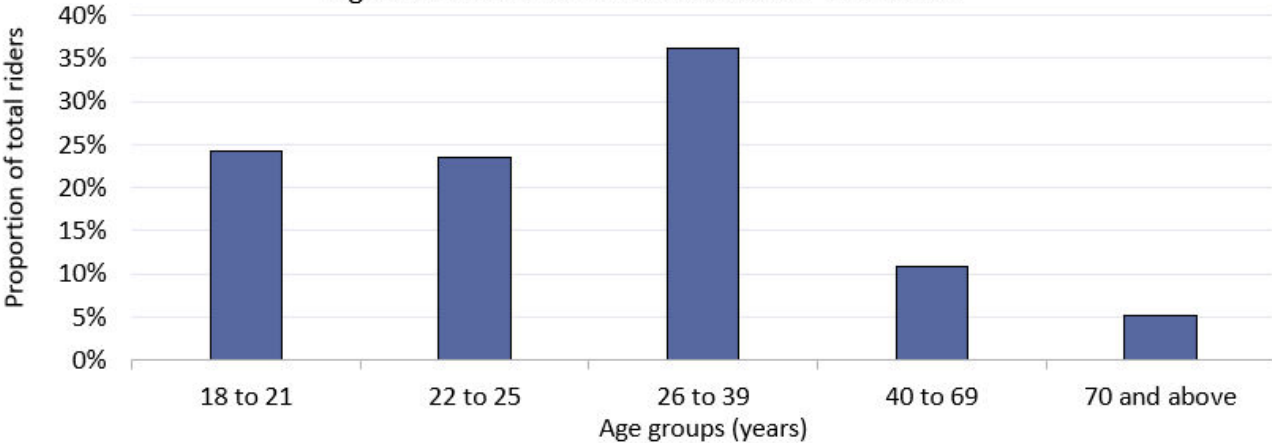
Total ride distance:
+37%

% change from same period in 2023

Time of day distribution: Oct 2024 - Dec 2024

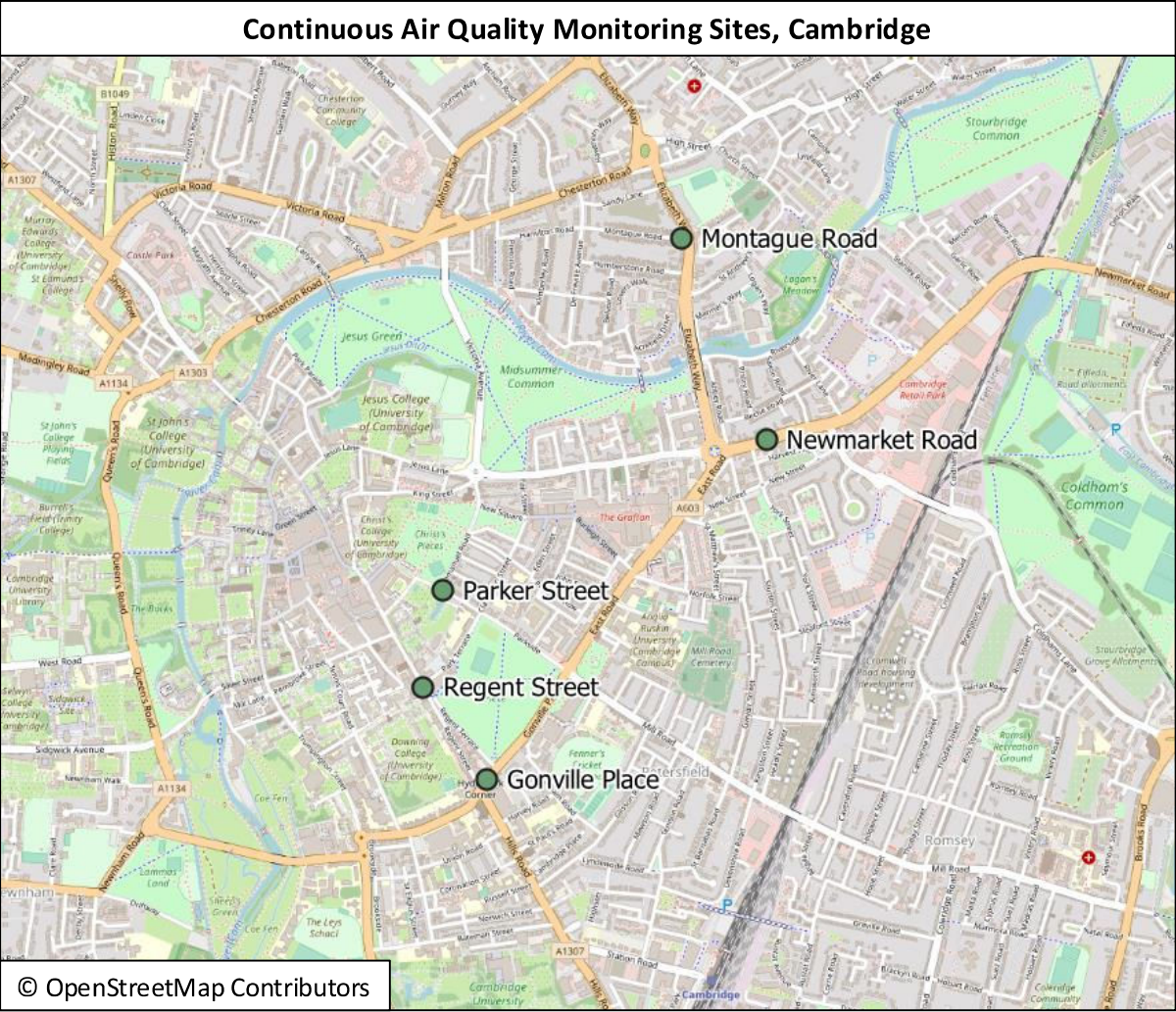


Age distribution of riders: Oct 2024 - Dec 2024



Air Quality

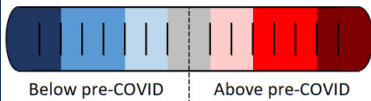
Air Quality Monitoring Locations



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

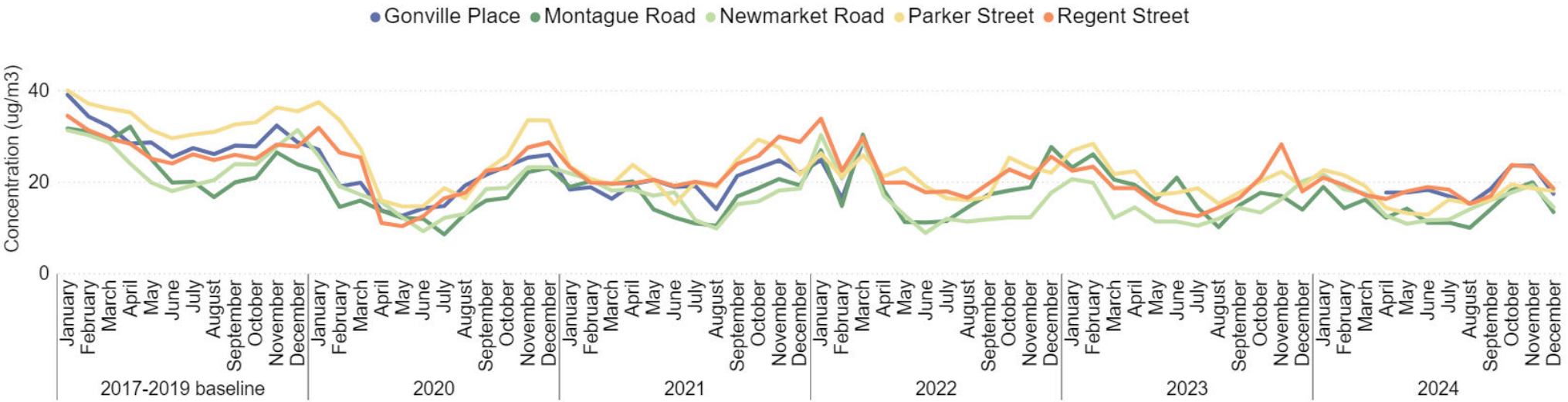
The Cambridge City Council Air Quality team provide data from 5 continuous air quality monitors in central Cambridge. The monitors measure Nitrogen dioxide (NO₂) and Particulate Matter (PM₁₀ and PM_{2.5}) which are all proxies for overall air quality.

Air Quality: Nitrogen dioxide (NO₂)



All of the continuous monitoring sites in Cambridge city centre show a decrease in nitrogen dioxide pollution since the 2017-2019 baseline, in particular Newmarket Road (-54%). Regent Street is the only site to see a slight increase on December 2023.

Monthly average NO₂ concentrations (µg/m³) by site



Note: data missing for Gonville Place sensor between April 2022 and March 2024.

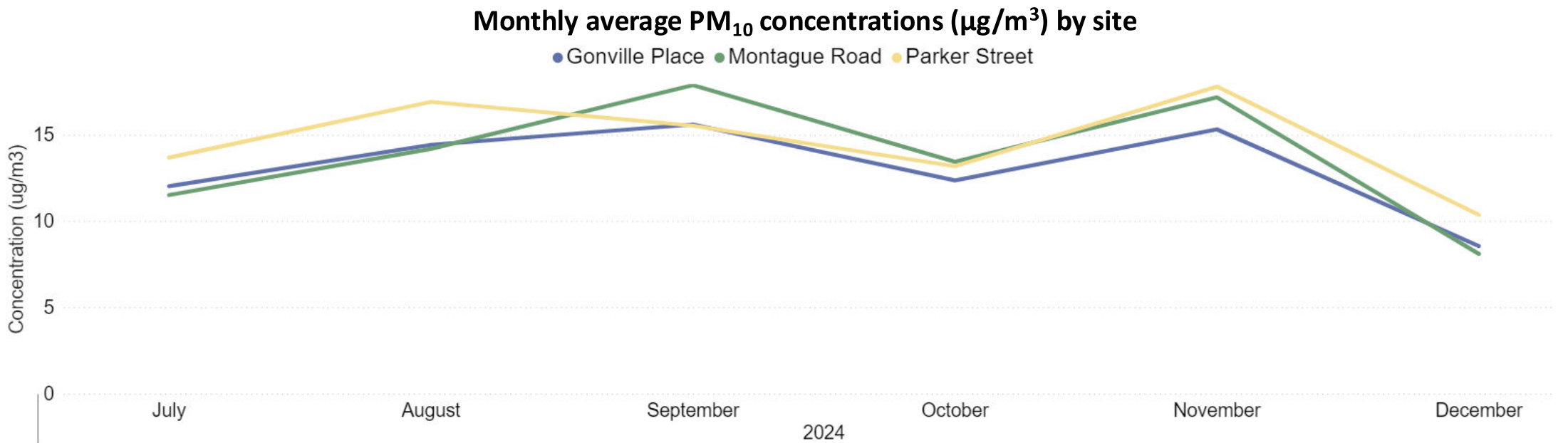
	Pre-COVID to Now: Dec 2017-19 baseline to Dec 2024	2023 to Now: Coming soon	Last year to Now*: Dec 2023 to Dec 2024
Gonville Place	-39%	-	No data *
Montague Road	-44%	-	-4%
Newmarket Road	-54%	-	-28%
Parker Street	-49%	-	-5%
Regent Street	-33%	-	+4%
All sites total	-44%	-	-9%*

NO₂ is partly generated by road transport. Concentrations are given in micrograms (µg) per cubic metre of air (m³)

*excludes Gonville Road as data missing in 2023

Air Quality: Particulate Matter (PM₁₀)

PM₁₀ concentrations have been between 8 and 18µg/m³ across the three monitoring sites.
December sees the lowest concentrations for all the three sites since monitoring began in summer 2024.



	Last year to Now: Coming soon
Gonville Place	Historic data not yet available
Montague Road	Historic data not yet available
Parker Street	Historic data not yet available

PM₁₀ is a type of pollution that is made up of particulate matter (all the solid and liquid particles in the air e.g. smoke, dust, pollen). PM₁₀ pollution has larger particles (diameter of 0.01mm or less) and is partly generated by road transport. Concentrations of PM₁₀ must not exceed an annual average of 40 µg/m³

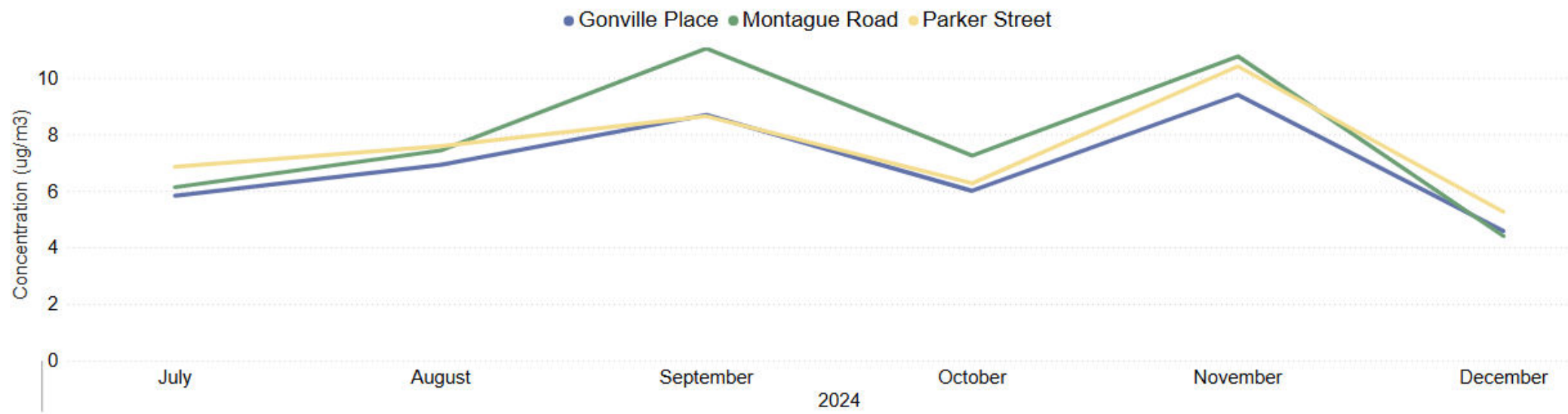
(Air Quality Standards Regulations, 2010).

Concentrations are given in micrograms (µg) per cubic metre of air (m³)

Air Quality: Particulate Matter (PM_{2.5})

PM₁₀ concentrations have been between 4 and 11µg/m³ across the three monitoring sites in the last three months. December sees the lowest concentrations of PM_{2.5} at all the three sites since data collection started in summer 2024.

Monthly average PM_{2.5} concentrations (µg/m³) by site



	Last year to Now: Coming soon
Gonville Place	Historic data not yet available
Montague Road	Historic data not yet available
Parker Street	Historic data not yet available

PM_{2.5} is a type of pollution made up of particulate matter (all the solid and liquid particles in the air e.g. sea spray, smoke). PM_{2.5} pollution has smaller particles (diameter of 0.0025mm or less) and is partly generated by road transport. Concentrations of PM_{2.5} have an annual mean target level of 10 µg/m³ by 2040 *(Environmental Targets (Fine Particulate Matter)(England) Regulations 2023)*.

Concentrations are given in micrograms (µg) per cubic metre of air (m³)

policyandinsight@cambridgeshire.gov.uk