Transport update: Cambridge and South Cambridgeshire

COVID-19 transport impacts and recovery

June 2024

Policy & Insight Team, Cambridgeshire County Council

Transport Update Aims

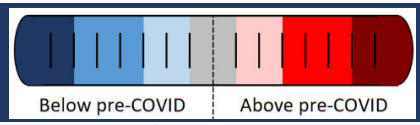
This report is intended to:

- Provide a **basis for discussion for the Greater Cambridge Partnership** (GCP) to understand and identify existing challenges and future data needs.
- Summarise the on-going **impacts of COVID-19** on trends in transport and mobility up to 30th June 2024.
- Highlight **changes in key indicators** by comparing June 2024 data to a pre-pandemic baseline (June 2019 or closest possible equivalent), mid-COVID (June 2021) and to last year (June 2023).

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.

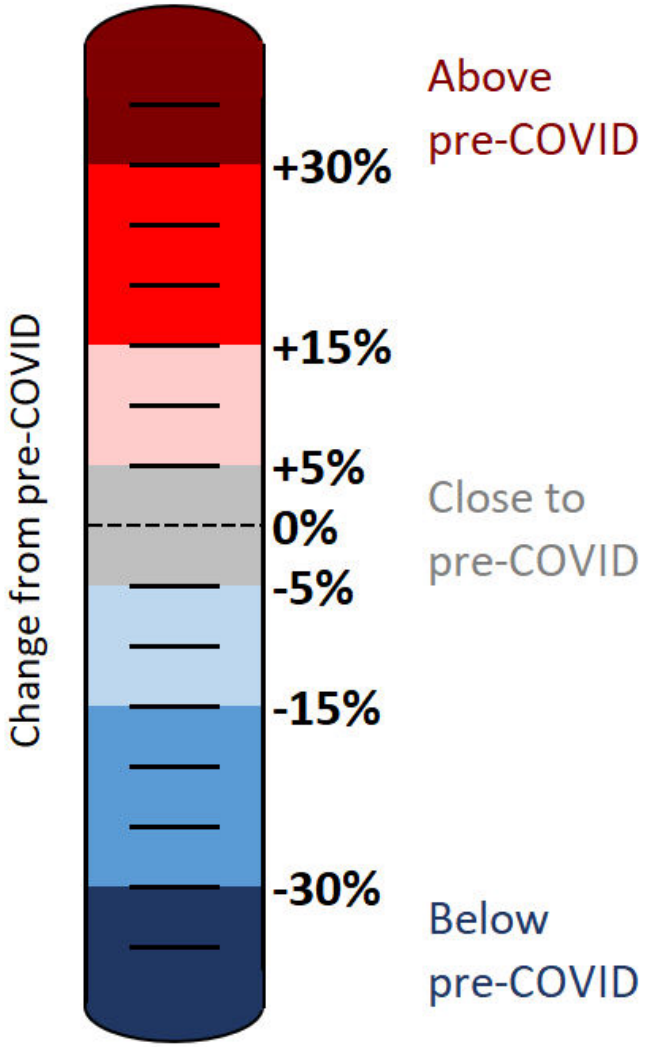
Colour scale



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:

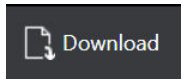
Look out for the colour scale bar in the **top right-hand corner** of each page for a reminder of the heat scale used to indicate the level of recovery throughout the pack.

Accessibility

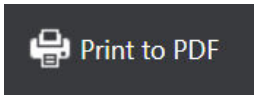
To access the full functionality of PowerPoint, we recommend opening the slides in **full screen mode.** To do this, click the "Open in New Window" button in the bottom right-hand corner.

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.

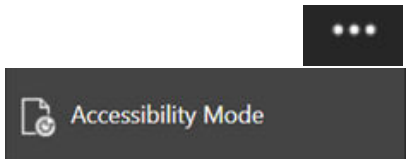
2) Open the Notes for each slide to see the data source, technical notes and any additional commentary. See the **"Notes"** button in the bottom right-hand corner.



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).

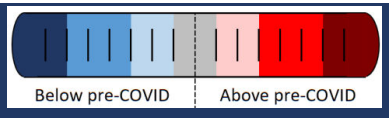


5) Use the **"More options"** icon in the top right-hand corner and choose **"Accessibility mode"** from the pop-up menu to access the slides in a different format which will display any Alt Text that has been set for charts and images.

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

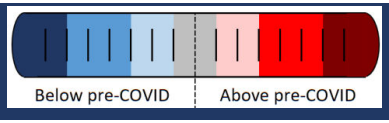
Recovery Tracker



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	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%	
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%	
Cycling, Cambridge (Vivacity)	0%	-	-52%	-31%	-41%	-39%	-29%	-23%	-29%	-14%	-12%	-21%	-25%	-29%	-11%	-19%	-37%	+0%	-18%	
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%	
Local Road Vehicles, Cambridge (Vivacity)	0%	-	-43%	-11%	-11%	-19%	-5%	-7%	-11%	-8%	-3%	-8%	-13%	-7%	-9%	-4%	-10%	-9%	-10%	
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%	
Rail passengers, Cambridge Station (Office of Rail and Road, updated annually)	0%	-	-81%				-40%				-22%				tba					
Bus passengers, Cambridge Station (Stagecoach)	0%	-86%	-77%	-	-80%	-80%	-51%	-37%	-38%	-27%	-23%	-21%	-27%	-13%	-12%	-9%	-13%	-5%	-5%	
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%	
Air Pollution (Cambridge City Council)	0%	-53%	-46%	-23%	-9%	-40%	-29%	-22%	-25%	-7%	-39%	-37%	-21%	-41%	-31%	-38%	-40%	-44%	-38%	

Headlines: June 2024



Local Roads

Volumes at

-10%

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

Strategic Roads

Volumes at

+5%

compared to pre-COVID
(see analysis on slide 14 onwards)

Car Parking

Patronage at

-18%

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

Bus

Patronage at

-5%

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

Park and Ride

Patronage at

+25%

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

Station Square Footfall*

Volumes at

-40%*

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

Retail Footfall

Volumes at

-3%

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

Walking

Volumes at

-8%

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

Cycling

Volumes at

-18%

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

Air Pollution

Concentrations at

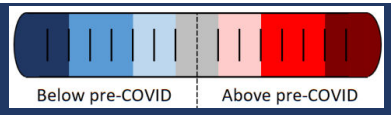
-38%

compared to pre-COVID
(see analysis on slide 53 onwards)

*Analysis of Station Square footfall has not been updated since March 2024. The reliability of the footfall counter at this location is currently undergoing checks by Cambridge BID.

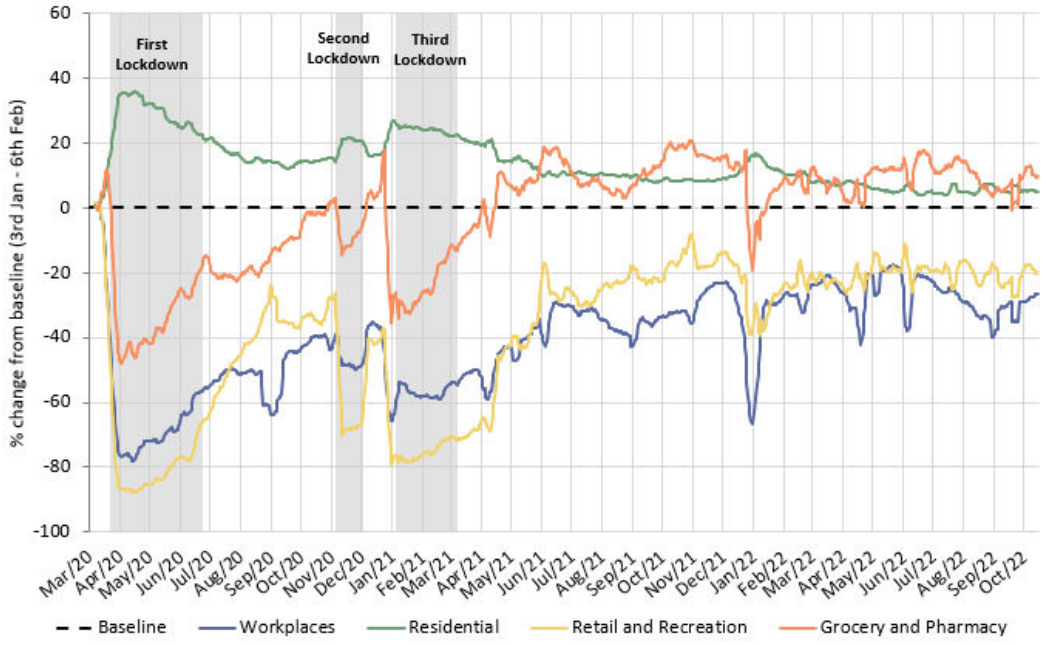
Travel Demand

Has COVID-19 changed where we spend our time?

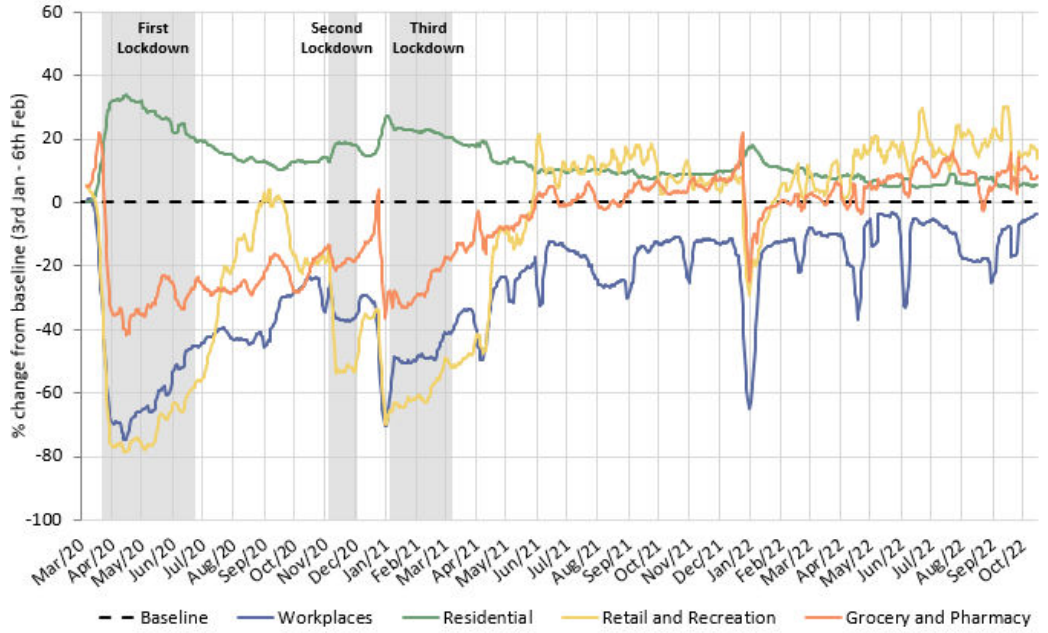


The pandemic caused us to spend more time at home and less time at a designated workplace. Whilst the extent of this impact has steadily reduced since Spring 2021, an impact was still being seen when Google discontinued this dataset in October 2022, particularly in Cambridge.

Cambridge



South Cambridgeshire

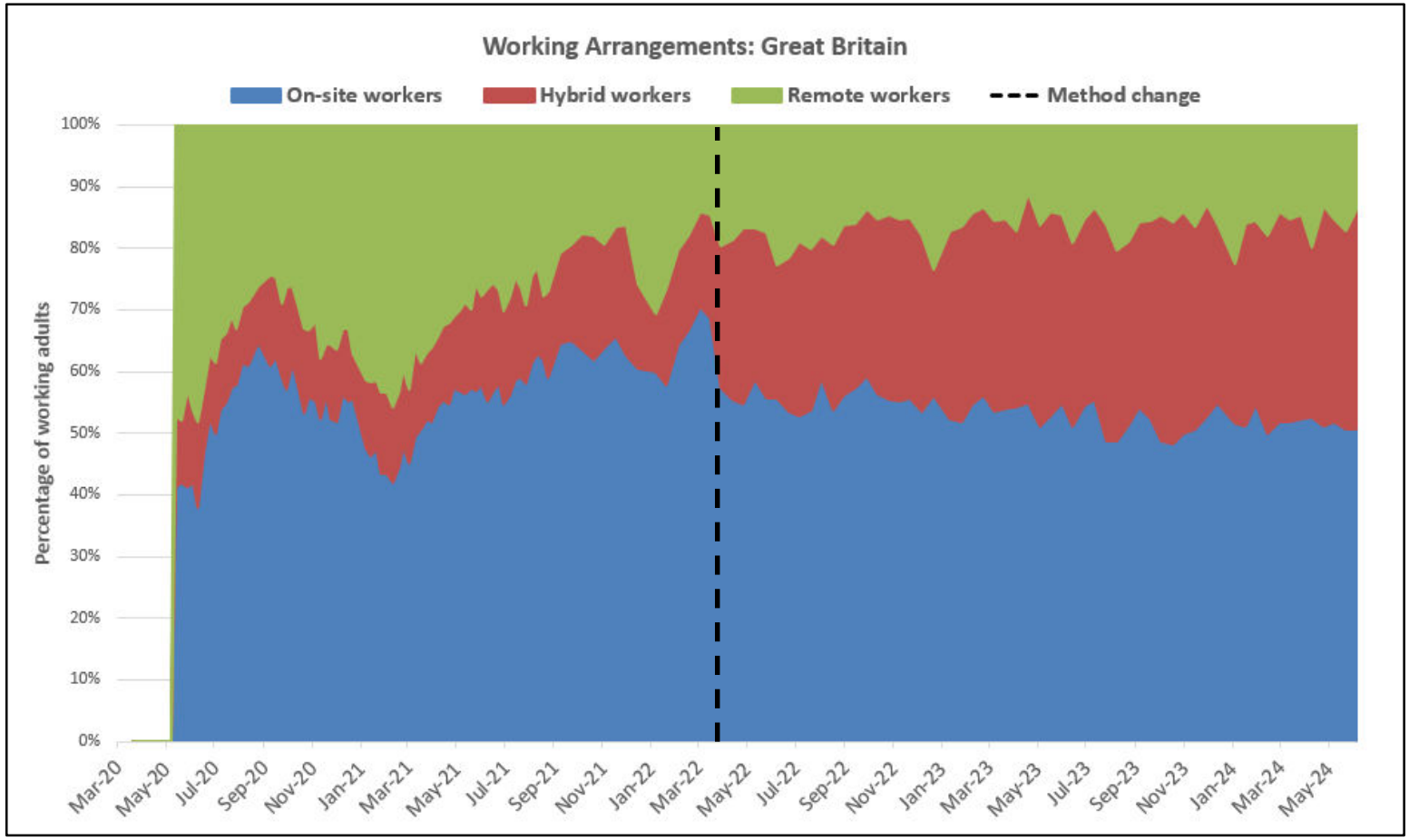


	Pre-Covid to Now: Baseline (Jan/Feb 2020) to Oct* 2022			
	Workplaces	Residential	Retail and Recreation	Grocery and Pharmacy
Cambridge	-26	+5	-19	+11
South Cambridgeshire	-3	+5	+16	+9

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

Is home working here to stay?

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



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

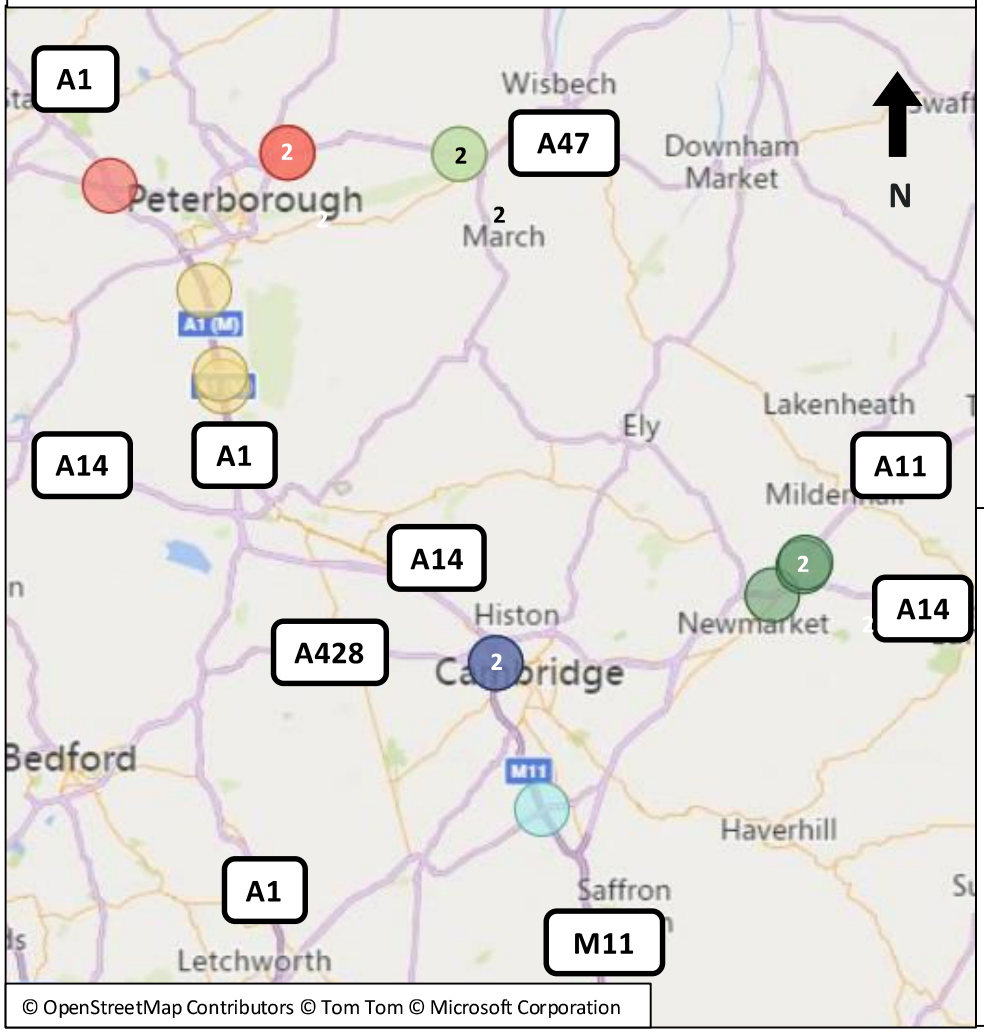
Year	Percentage of working adults [Great Britain annual average]		
	On-site working	Hybrid working	Remote working
2020	54%	12%	34%
2021	55%	14%	30%
2022	58%	24%	18%
2023	53%	32%	16%
2024 (partial)	52%	32%	16%

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

Strategic Road Network

Strategic Road Network Monitoring Sites

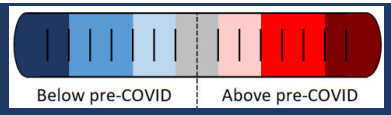
Strategic Road Network traffic monitoring sites with continuous data



- National Highways have approximately 1,400 permanent traffic monitoring sites on the strategic road network within Cambridgeshire and Peterborough.
- Each monitoring site varies in its ability to reliably provide data over time, and periods of inactivity are common. It is therefore not appropriate to conduct a long-term analysis for all sites.
- For this reason, only the 14 sensors with uninterrupted data from January 2019 onwards are included in this analysis. These 14 sites are shown on the map to the left.
- Please note the number of sensors used within this analysis has decreased since the last update due to sensor outages. Therefore, absolute flow volumes will not be comparable to previous updates.

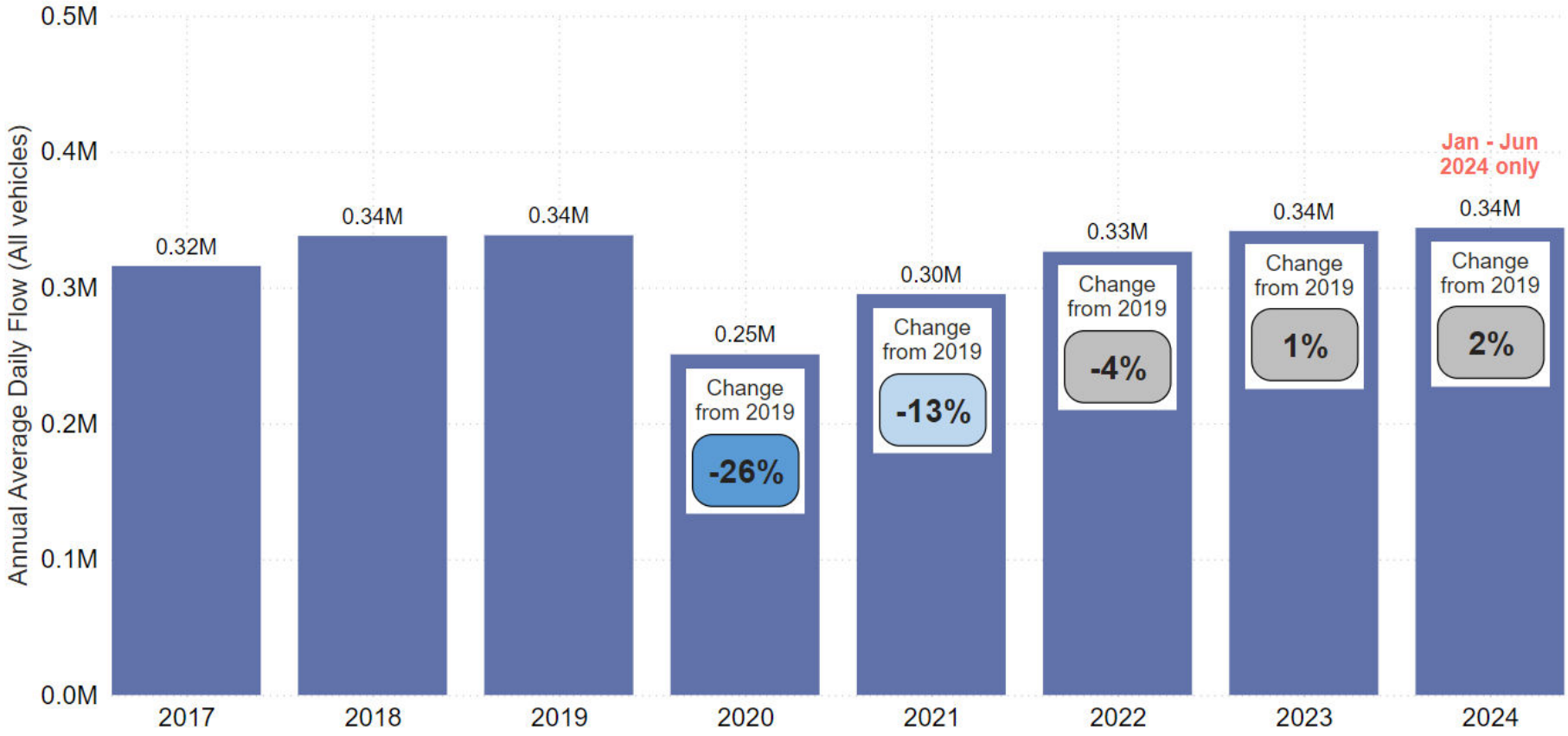
- Cambridge sites
- East Cambridgeshire sites
- Fenland sites
- Huntingdonshire sites
- Peterborough sites
- South Cambridgeshire sites
- Strategic Road Network in Cambridgeshire and Peterborough

Strategic Road Network: Annual Average Daily Flow by Year



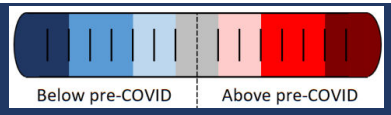
In Cambridgeshire and Peterborough, traffic volumes on the Strategic Road Network so far in 2024 are just above pre-COVID volumes (+2%). This puts it in a similar position to 2023 volumes.

Annual Average Daily Flow (sum of 14 sensors)



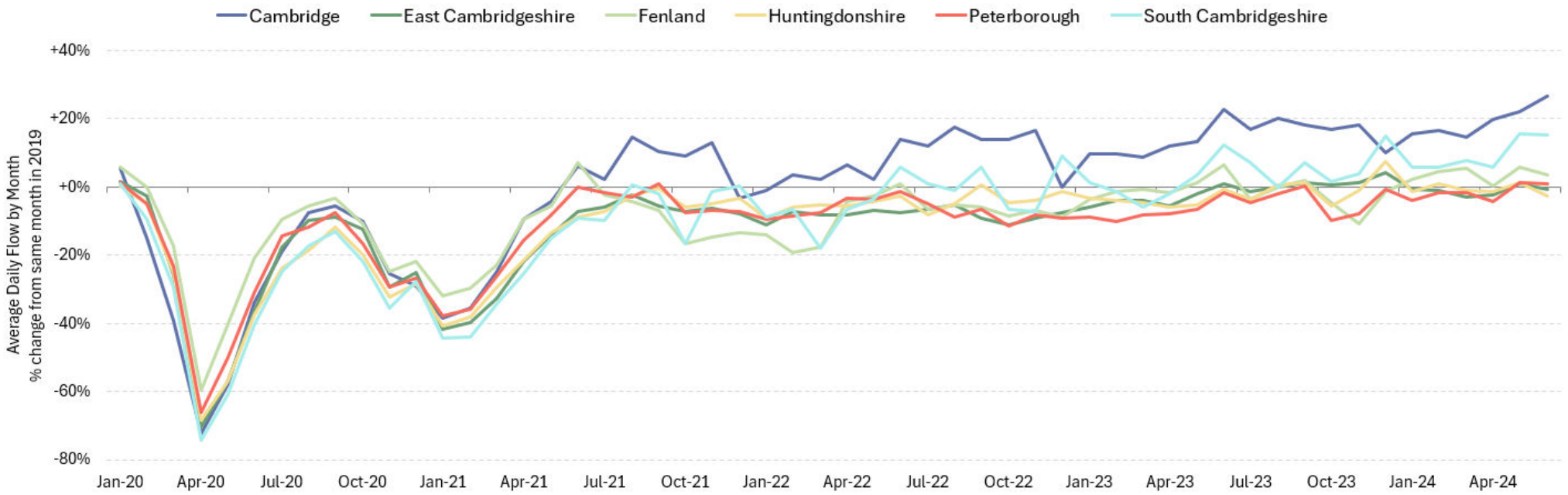
Analysis based on 14 sensors across Cambridgeshire and Peterborough.

Strategic Road Network: Average Daily Flow by Month



In June 2024, strategic road flows were most above pre-COVID volumes in Cambridge (+27%) and South Cambridgeshire (+15%). Fenland (+3%) and Peterborough (+1%) were just above pre-COVID volumes, whilst East Cambridgeshire (-1%) and Huntingdonshire (-3%) were just below.

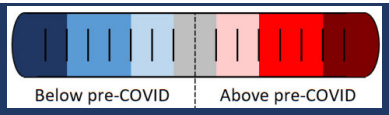
Percentage change from the same month in 2019



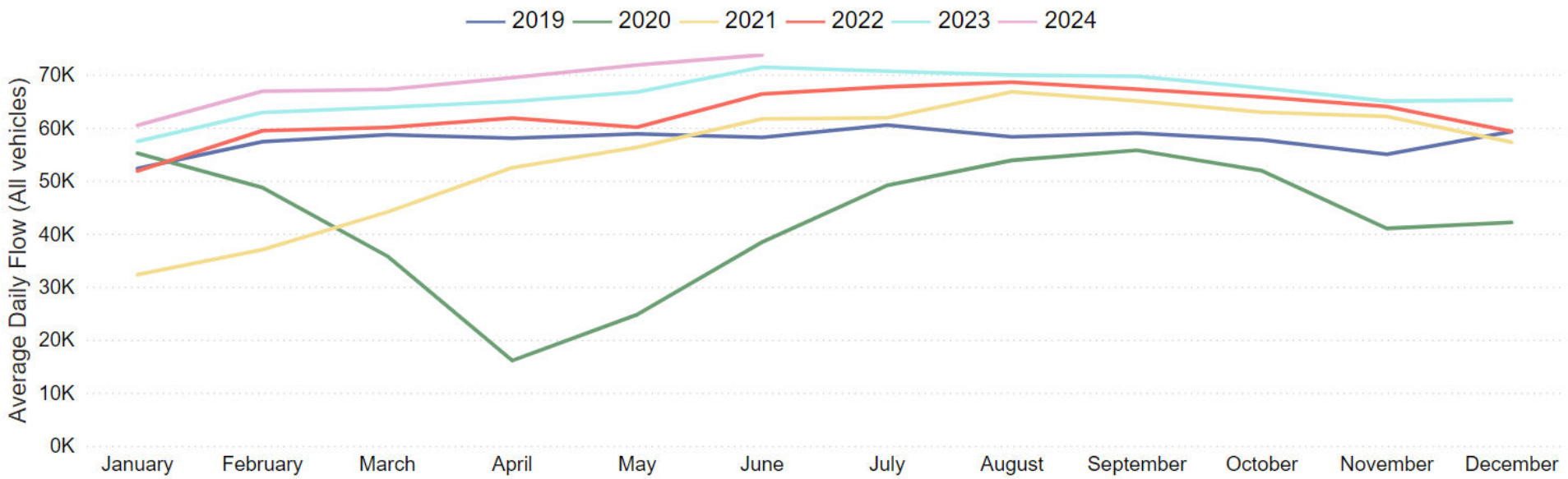
Pre-COVID to Now: Jun 2019 to Jun 2024						
Cambridge	East Cambridgeshire	Fenland	Huntingdonshire	Peterborough	South Cambridgeshire	All Districts
+27%	-1%	+3%	-3%	+1%	+15%	+5%

Analysis based on 14 sensors across Cambridgeshire and Peterborough.

Strategic Road Network: Cambridge



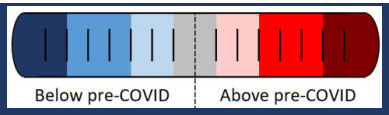
Cambridge strategic road volumes now well exceed pre-COVID volumes (+27% in June 2024). Traffic volumes on the M11 have increased month-on-month since the start of 2024.



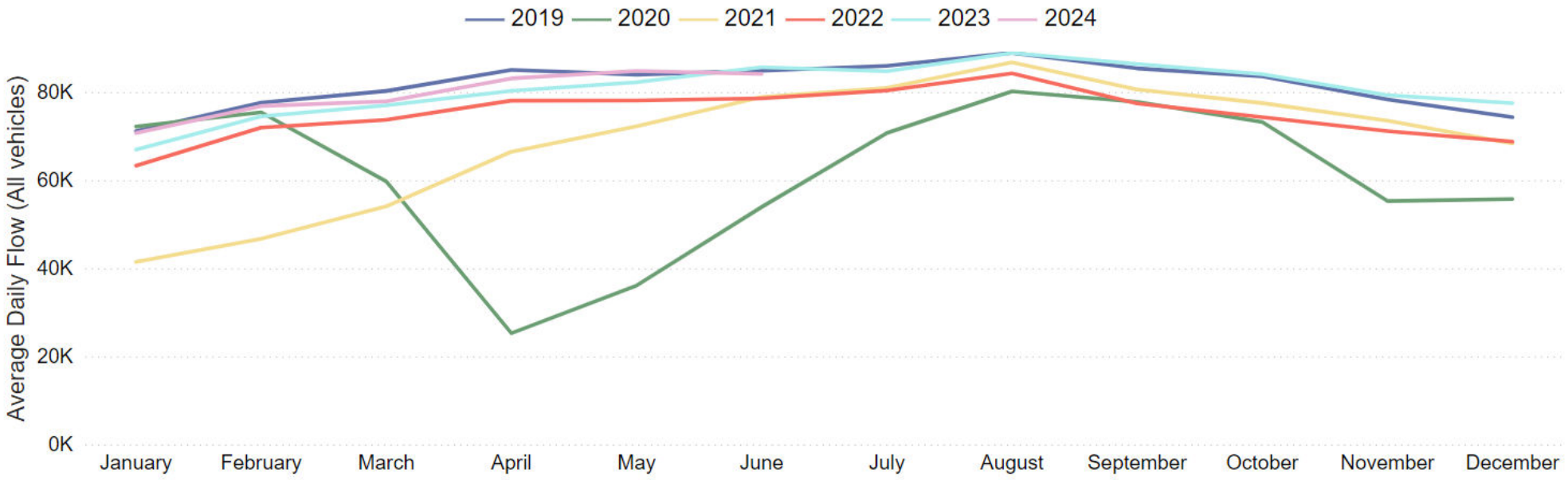
Pre-COVID to Now: Jun 2019 to Jun 2024	Mid-COVID to Now: Jun 2021 to Jun 2024	Previous year to Now: Jun 2023 to Jun 2024
+27%	+20%	+3%

Analysis based on 2 sensors on the M11.

Strategic Road Network: East Cambridgeshire



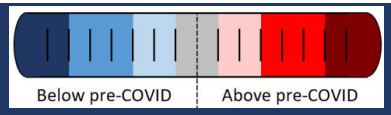
East Cambridgeshire strategic road volumes are back to pre-COVID volumes (-1%) in June 2024. Volumes have increased throughout 2024 and show a similar trend to 2019.



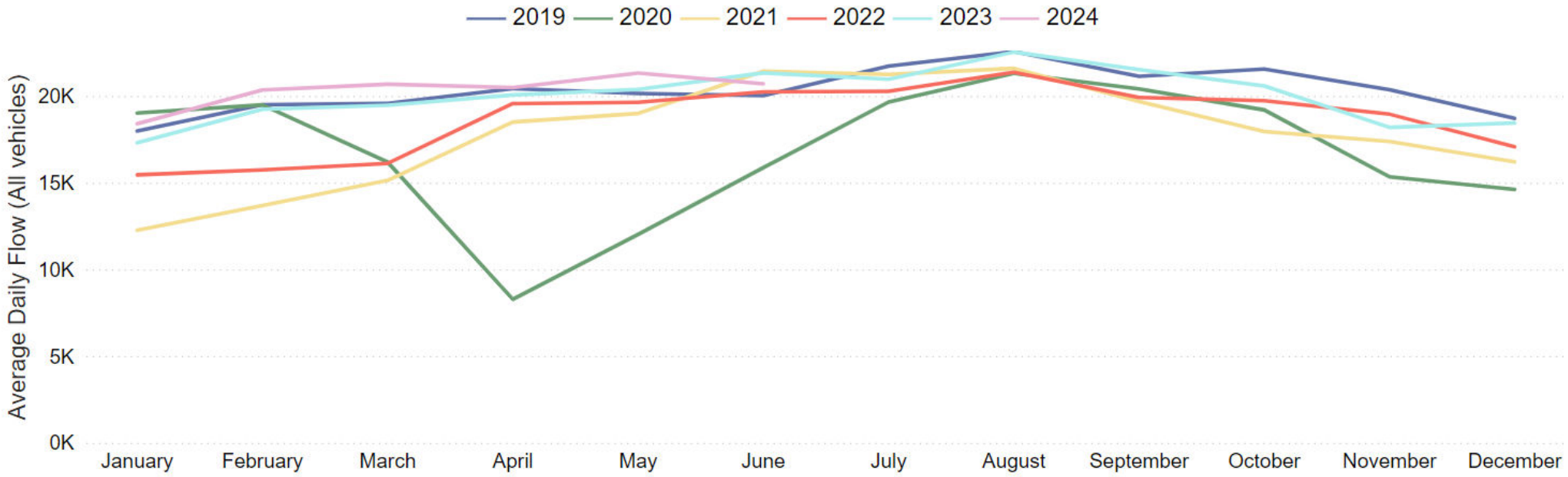
Pre-COVID to Now: Jun 2019 to Jun 2024	Mid-COVID to Now: Jun 2021 to Jun 2024	Previous year to Now: Jun 2023 to Jun 2024
-1%	+7%	-2%

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

Strategic Road Network: Fenland



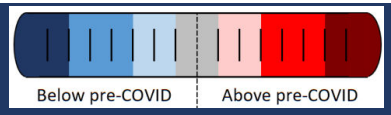
Fenland strategic road volumes are around pre-COVID levels so far in 2024 (+3% in June 2024) and show a similar trend to 2023 volumes so far in the year.



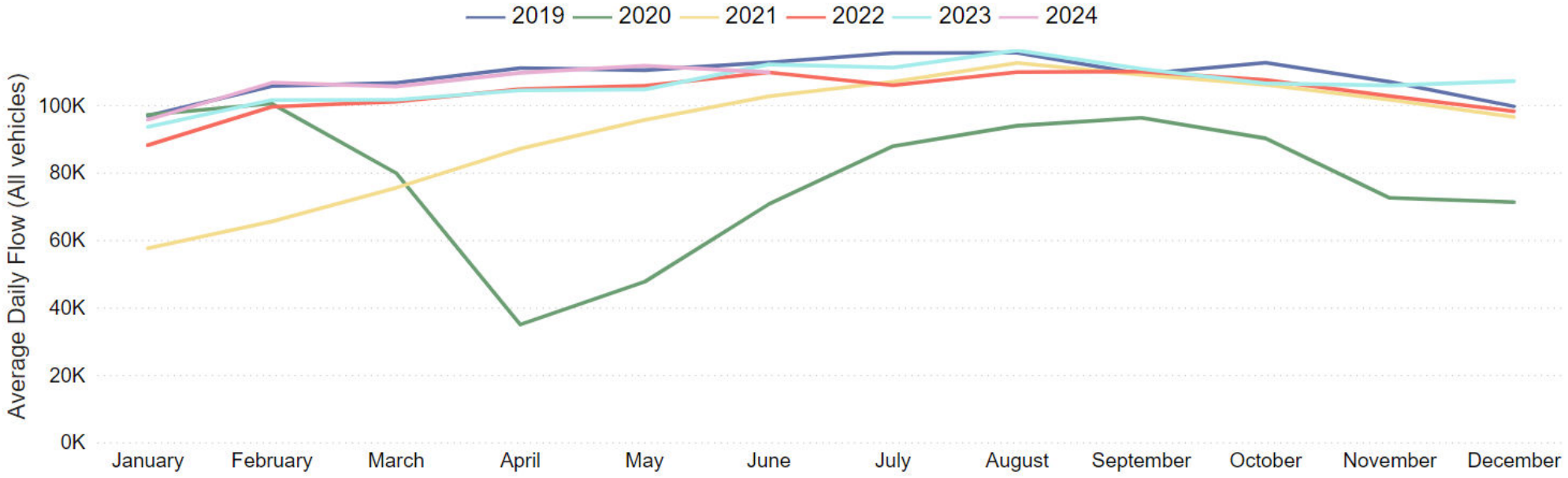
Pre-COVID to Now: Jun 2019 to Jun 2024	Mid-COVID to Now: Jun 2021 to Jun 2024	Previous year to Now: Jun 2023 to Jun 2024
+3%	-3%	-3%

Analysis based on 2 sensors on the A47.

Strategic Road Network: Huntingdonshire



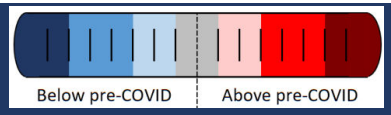
Huntingdonshire strategic road volumes are similar to pre-COVID 2019 (-3%) in June 2024. Trends on Huntingdonshire roads are very similar to 2019 throughout 2024 so far (-2% from June 2023).



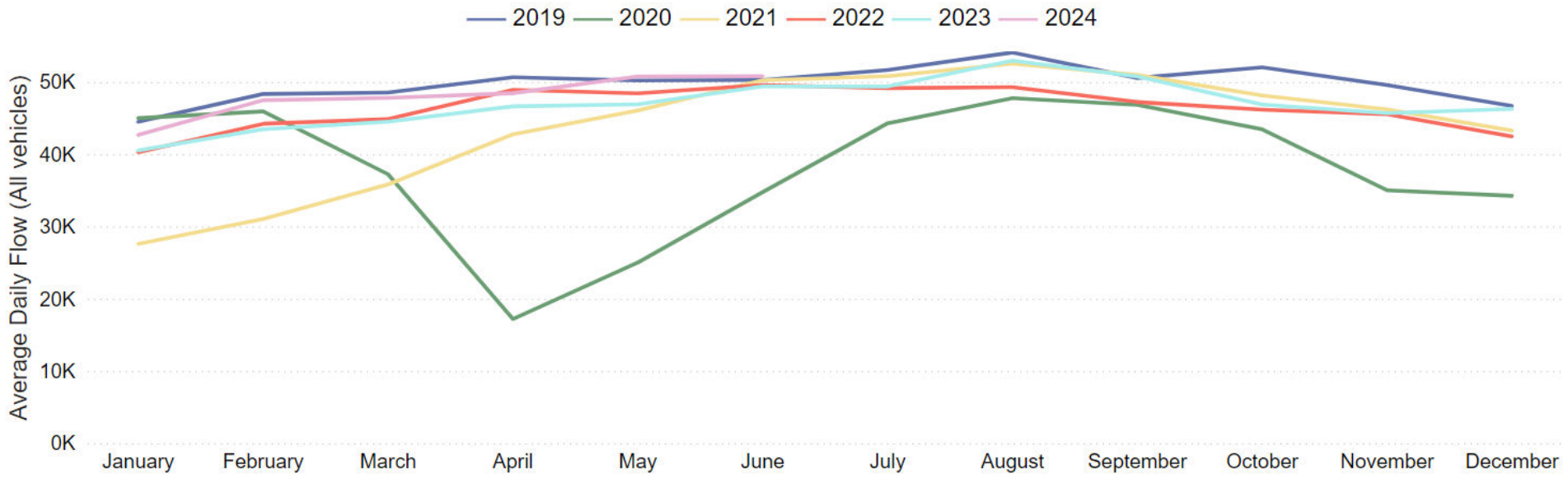
Pre-COVID to Now: Jun 2019 to Jun 2024	Mid-COVID to Now: Jun 2021 to Jun 2024	Previous year to Now: Jun 2023 to Jun 2024
-3%	+7%	-2%

Analysis based on 3 sensors on the A1(M).

Strategic Road Network: Peterborough



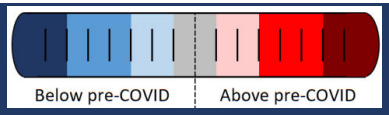
Peterborough strategic road volumes are back to pre-COVID volumes in June 2024 (+1%). 2024 volumes see an increase in volumes throughout the year, closely mirroring the 2019 trend.



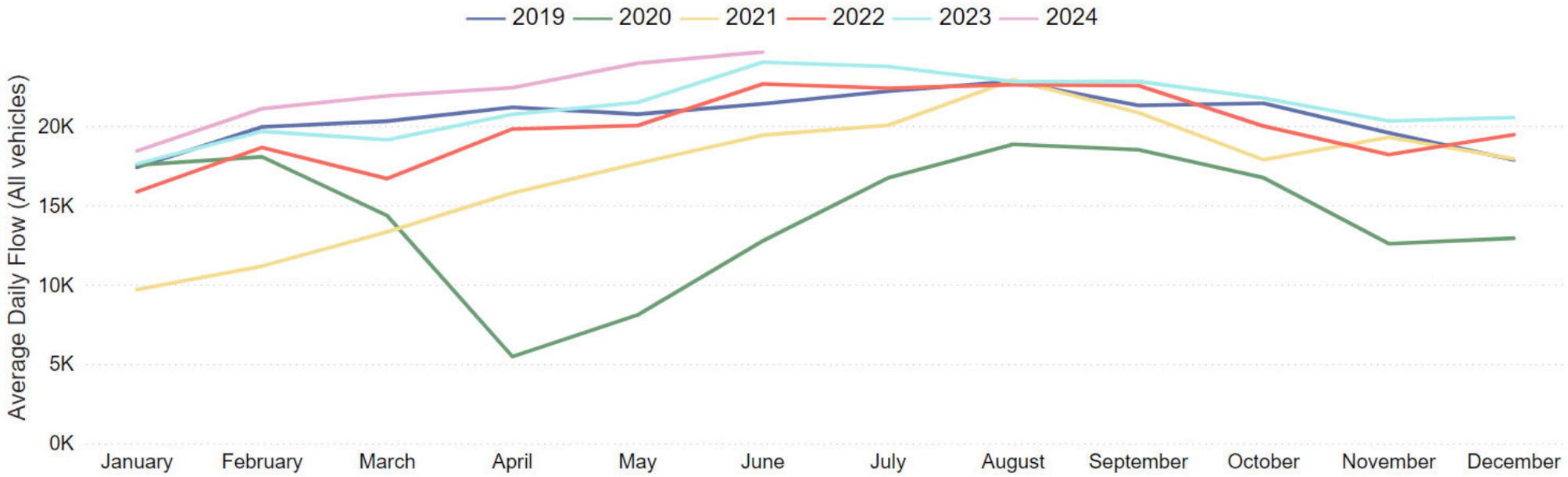
Pre-COVID to Now: Jun 2019 to Jun 2024	Mid-COVID to Now: Jun 2021 to Jun 2024	Previous year to Now: Jun 2023 to Jun 2024
+1%	+1%	+3%

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

Strategic Road Network: South Cambridgeshire



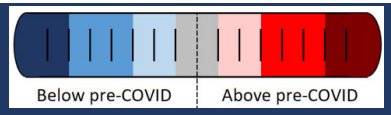
South Cambridgeshire strategic road volumes are well ahead of pre-COVID in June 2024 (+15%). Volumes have increased a lot since mid-COVID (+27%) but also have increased slightly from the same time last year (+3%).



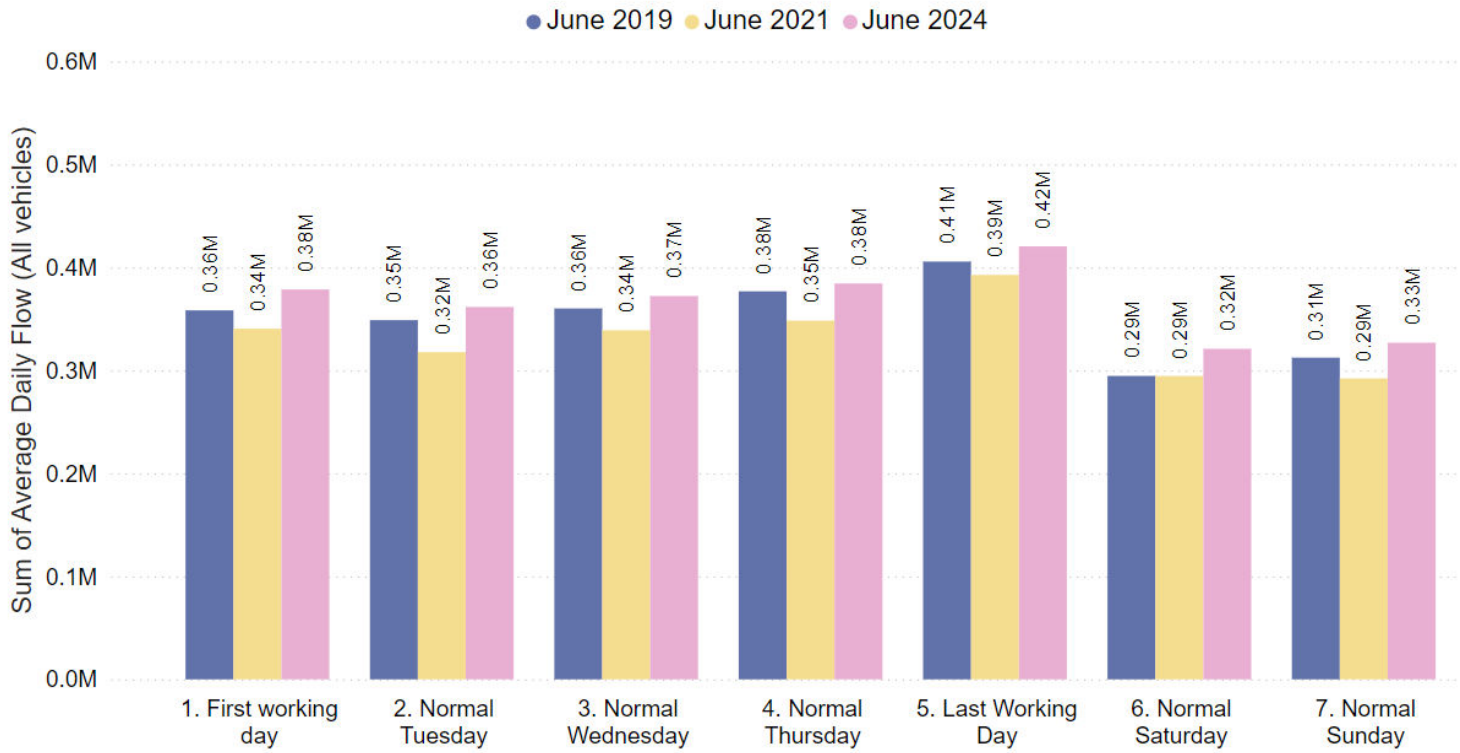
Pre-COVID to Now: Jun 2019 to Jun 2024	Mid-COVID to Now: Jun 2021 to Jun 2024	Previous year to Now: Jun 2023 to Jun 2024
+15%	+27%	+3%

Analysis based on 1 sensor on the M11.

Strategic Road Network: Daily Flow by Day of the Week



On the strategic road network, all days of the week are now above 2019 levels. Saturdays are furthest ahead of pre-COVID at +9%. Weekend volumes (Sat-Sun, +7%) are ahead of weekday volumes (Mon-Thurs, +4%).

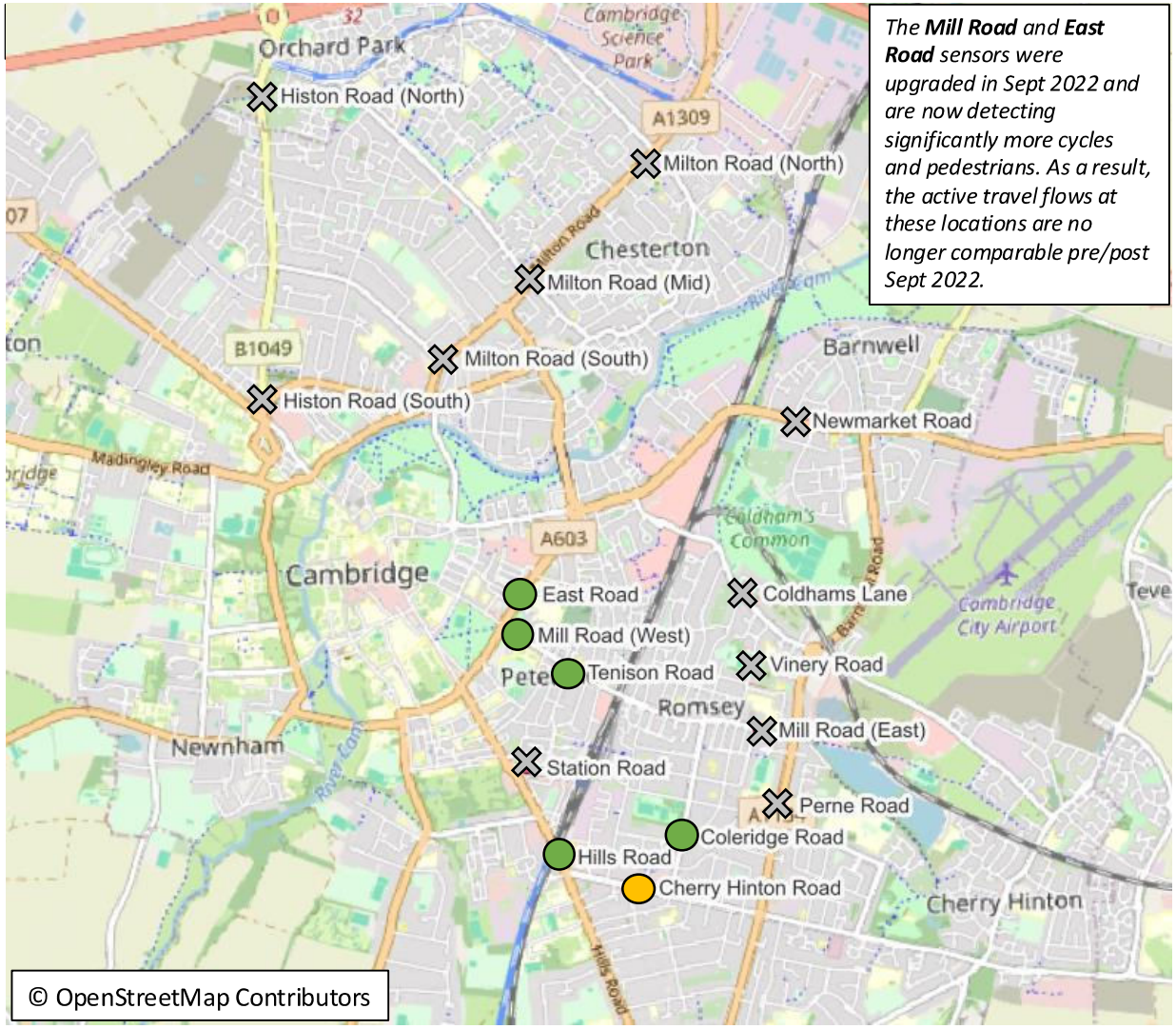


	Pre-COVID to Now: Jun 2019 to Jun 2024						
Average Daily Flow % change	First Working Day	Normal Tuesday	Normal Wednesday	Normal Thursday	Last Working Day	Normal Saturday	Normal Sunday
	+6%	+4%	+3%	+2%	+4%	+9%	+5%

Analysis based on 14 sensors across Cambridgeshire and Peterborough.

Local Road Network: Motorised Vehicles

Local Road Network Monitoring Sites: Motorised Vehicles



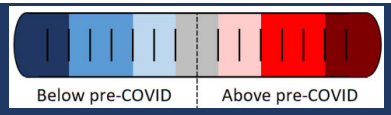
*The **Mill Road** and **East Road** sensors were upgraded in Sept 2022 and are now detecting significantly more cycles and pedestrians. As a result, the active travel flows at these locations are no longer comparable pre/post Sept 2022.*

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

Legend

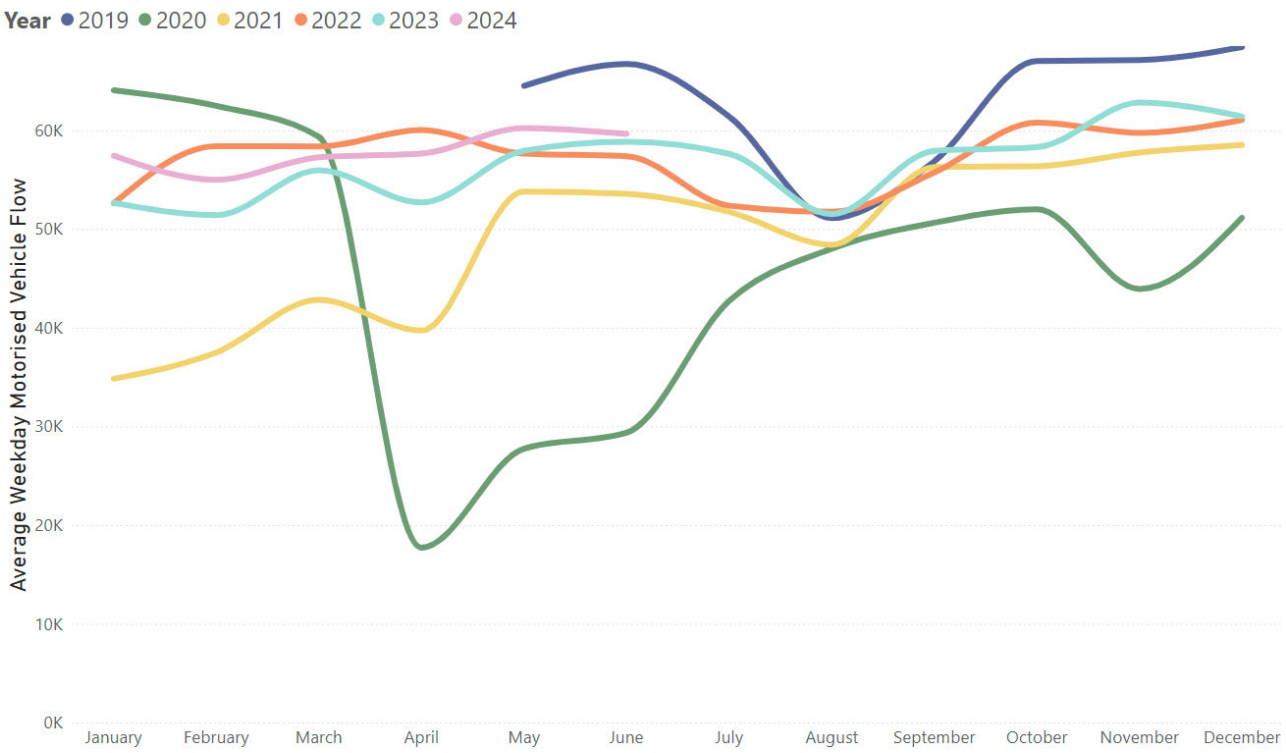
- Comparable motorised vehicle data available for most months and years.
- Comparable motorised vehicle data available for June 2019, June 2021, June 2023 and June 2024.
- Comparable motorised vehicle data available for June 2019 and June 2024.
- Comparable data not available for June 2019 and / or June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

Local Road Network: Motorised Vehicle – Trends



In June 2024, motorised traffic flows are 10% below pre-Covid (June 2019) and are very similar to this time last year (June 2023).

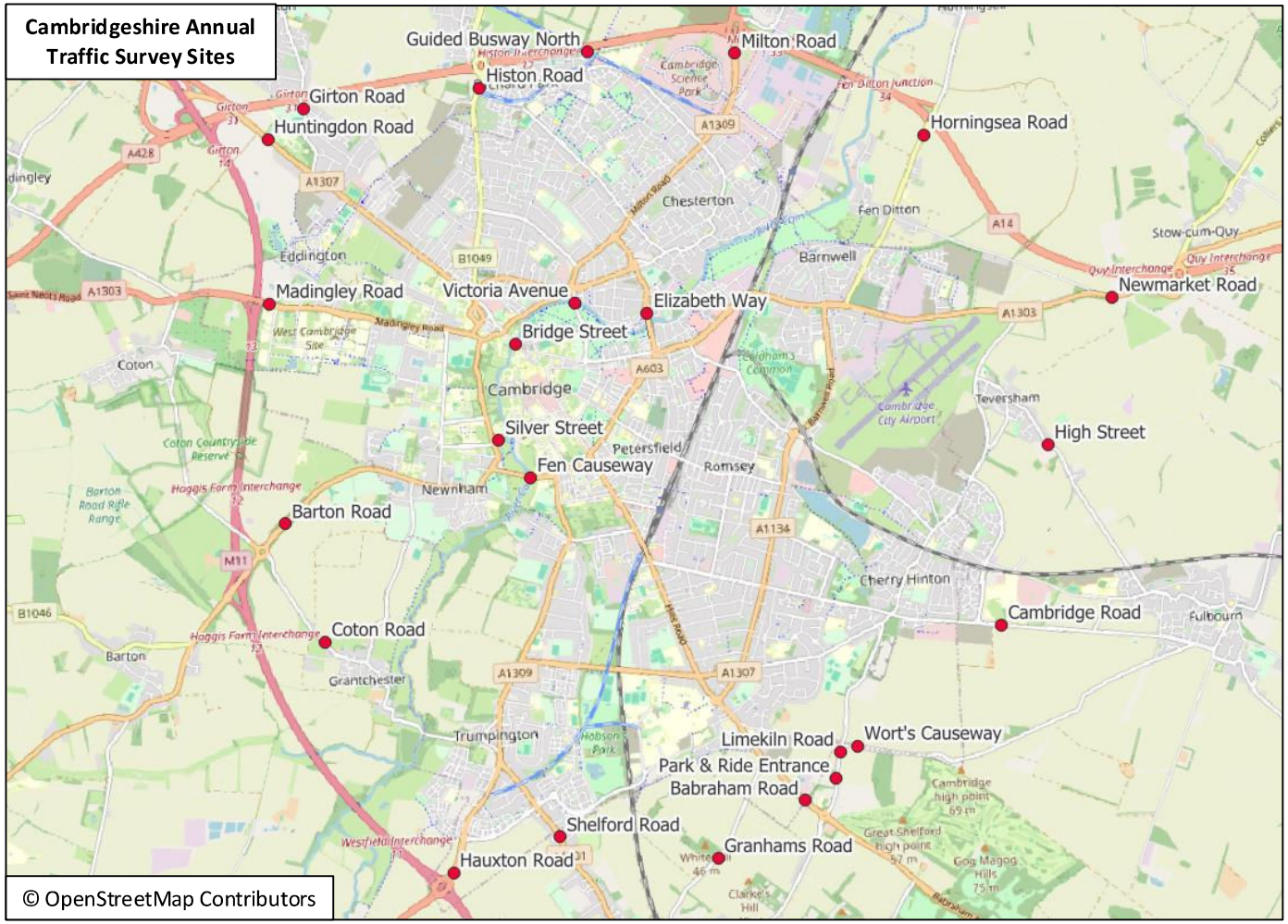
Average weekday vehicular flow by month, 2019-2024.



Pre-COVID to Now: June 2019 to June 2024			Mid-COVID to Now: June 2021 to June 2024			Previous year to Now: June 2023 to June 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)
-10%	-11%	-8%	+10%	+11%	+5%	+1%	+1%	No change

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

Local Road Network: Motorised Vehicle - Annual Survey Sites



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

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

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

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

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. 2023 survey data has detected an evening peak above 12k vehicles per half hour for the first time since 2019.

Motorised peak spreading - Cambridge Radial + Cambridge River Screenline

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

Number of motor vehicles per half hour:

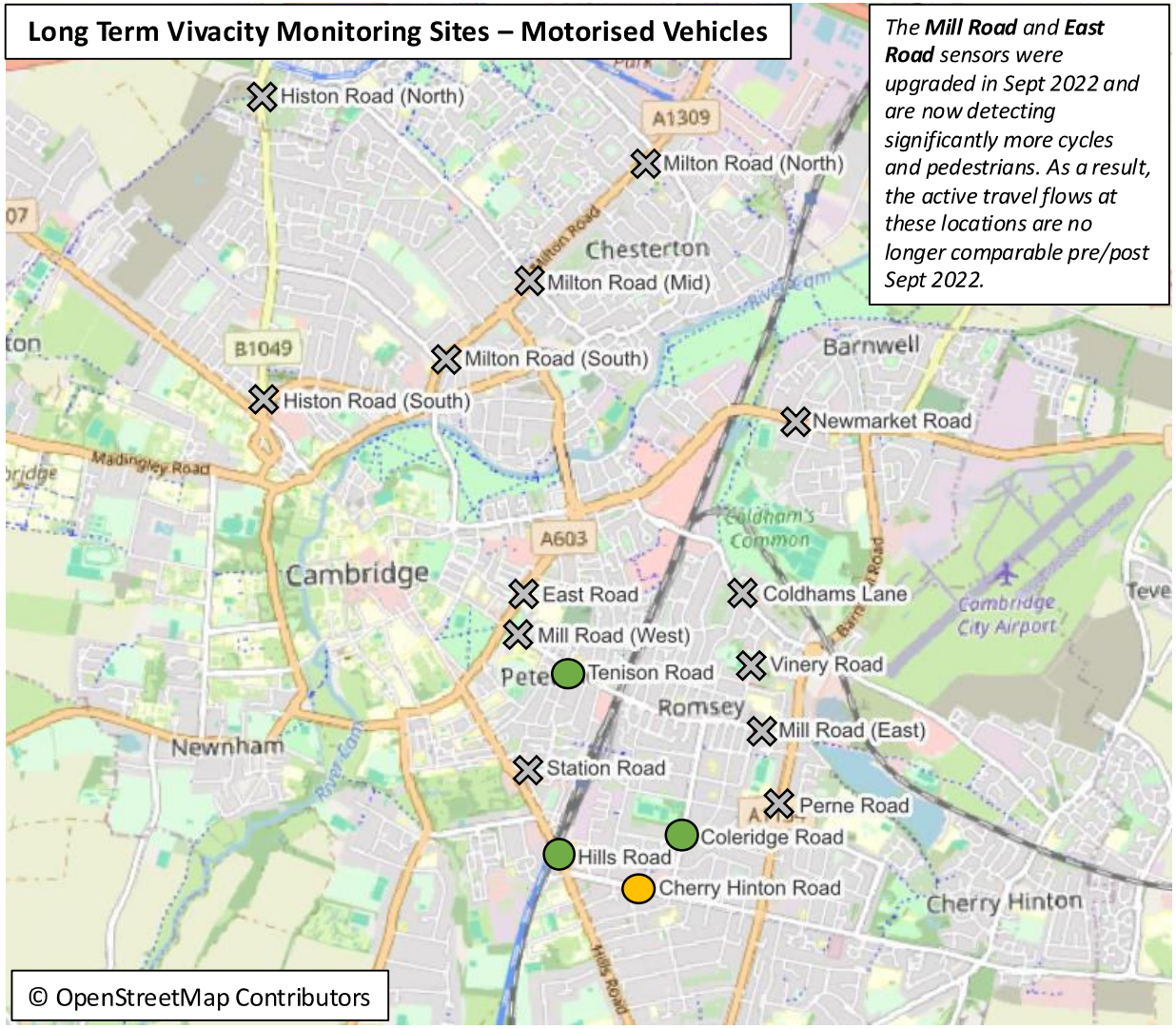
- Below 8,000
- 8,000 to 8,999
- 9,000 to 9,999
- 10,000 to 10,999
- 11,000 to 11,999
- 12,000 to 12,999
- 13,000 and above

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

Local Road Network: Vehicle Split

Local Road Network Monitoring Sites: Vehicle Split

Long Term Vivacity Monitoring Sites – Motorised Vehicles



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

Sensor Location	Location description	Installed
Cherry Hinton Road	Near Rock Road	May 2019
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Station Road	Near Kett House	May 2019
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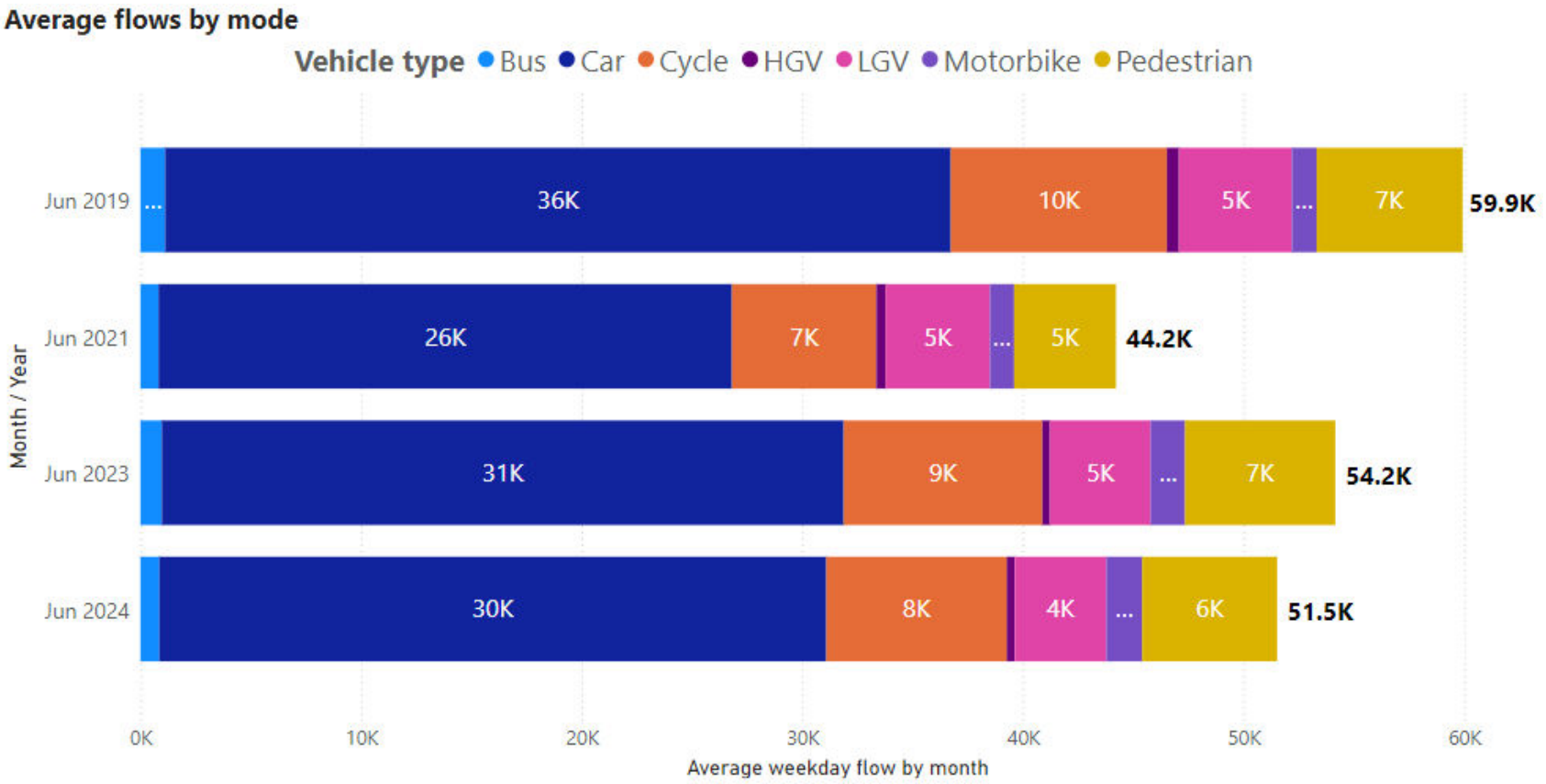
Legend

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

Local Road Vehicle Split: Overall

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

Vehicle type split – sum of 4 sensors in Cambridge



Active Travel* proportion by year	
Year	Active %
June 2019	27%
June 2021	25%
June 2023	29%
June 2024	28%

June 2024 Active Travel* proportion by location	
Location	**Active %**
Station Road	53%
Mill Road (West)	49%
Tenison Road	40%
Milton Road (South)	36%
Mill Road (East)	33%
Cherry Hinton Road	27%
East Road	27%
Hills Road	26%
Histon Road (South)	26%
Coleridge Road	20%
Perne Road	14%
Histon Road (North)	11%
Newmarket Road	10%
Coldham's Lane	9%

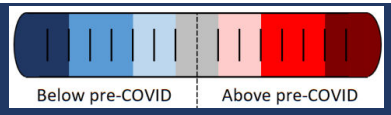
*Active Travel includes cyclists and pedestrians

Sensors used for the analysis on this slide: Cherry Hinton Road, Coleridge Road, Hills Road, and Tenison Road.

Local Road Vehicle Split: By Location

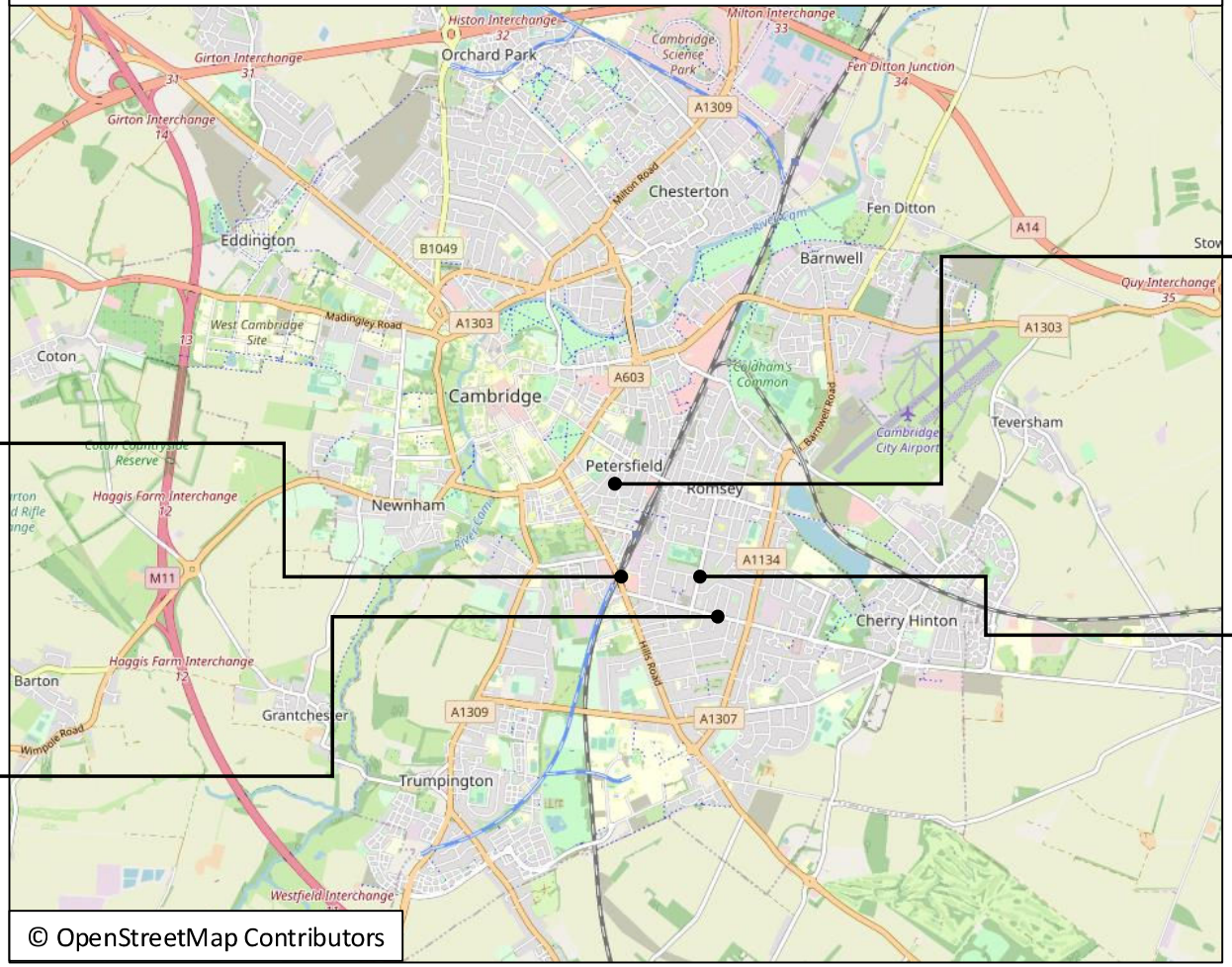
Average weekday flow by mode

Local Road Network: Recovery Map



In June 2024 in Cambridge, motorised flows were approximately 14% below pre-COVID levels (June 2019) and active flows were 13% below. The level of recovery varies greatly by site with active flows 9% above pre-COVID levels on Tenison Road but 21% below on Hills Road and 32% below on Coleridge Road.

% change in traffic flows, June 2019 to June 2024



All 4 Sites Combined

Active Travel: -13%

Motorised Travel: -14%

Hills Road Bridge

Active Travel: -21%

Motorised Travel: -14%

Cherry Hinton Road

Active Travel: -3%

Motorised Travel: -15%

Tenison Road

Active Travel: +9%

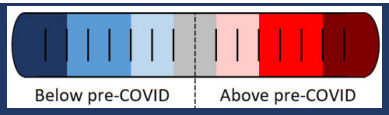
Motorised Travel: -3%

Coleridge Road

Active Travel: -32%

Motorised Travel: -19%

Local Road Network: Recovery by Location and Mode



Motorcycle volumes continue to exceed pre-COVID levels (June 2019). Pedestrian flow recovery continues to vary by site, with Coleridge Road 52% below 2019 but Tenison Road 16% above. Cycle flows were relatively low in June compared to 2019 levels, perhaps in part due to the unseasonal weather.

% change in weekday flows

Pre-COVID to Now:

June 2019 to June 2024

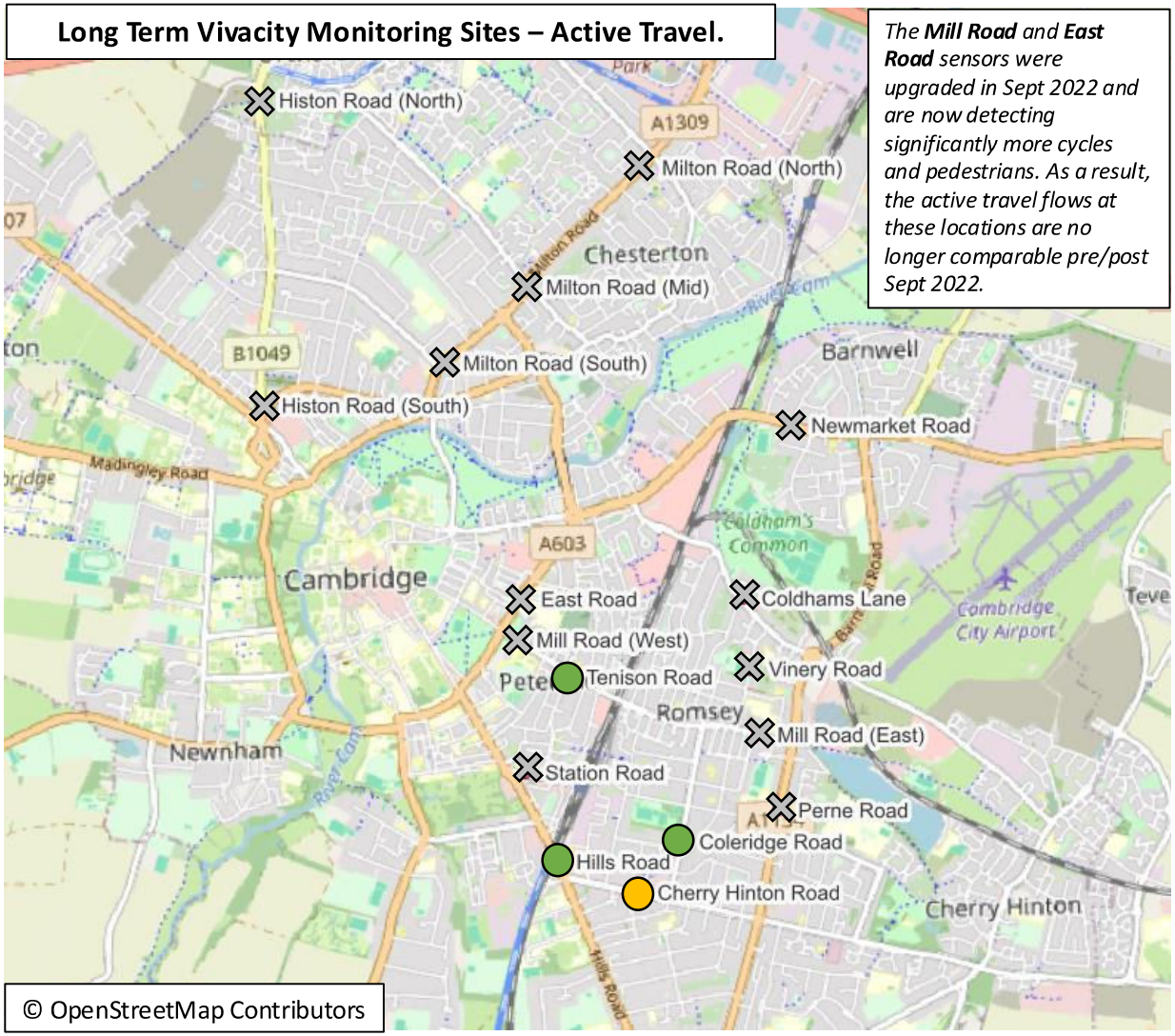
Site Group	Active	Bus	Car	Cycle	HGV	LGV	Motorbike	Motorised	Pedestrian	Total Flow
Cherry Hinton Road	-3%	-30%	-15%	-8%	-32%	-17%	38%	-15%	1%	-12%
Coleridge Road	-32%	-16%	-20%	-22%	-40%	-21%	38%	-19%	-52%	-22%
Hills Road Bridge	-21%	-21%	-16%	-19%	-33%	-17%	48%	-14%	-25%	-16%
Tenison Road	9%	-42%	-2%	-6%	-46%	-27%	58%	-3%	16%	1%
Total	**-13%**	**-24%**	**-15%**	**-17%**	**-34%**	**-19%**	**45%**	**-14%**	**-8%**	**-14%**

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

Local Road Network: Active Travel

Local Road Network Monitoring Sites: Active Travel

Long Term Vivacity Monitoring Sites – Active Travel.



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

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Perne Road	Near Birdwood Road roundabout	May 2019
Station Road	Near Kett House	May 2019
Tenison Road	Near Mill Road	May 2019
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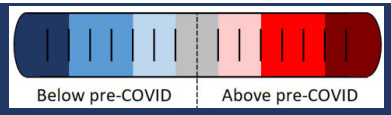
Legend

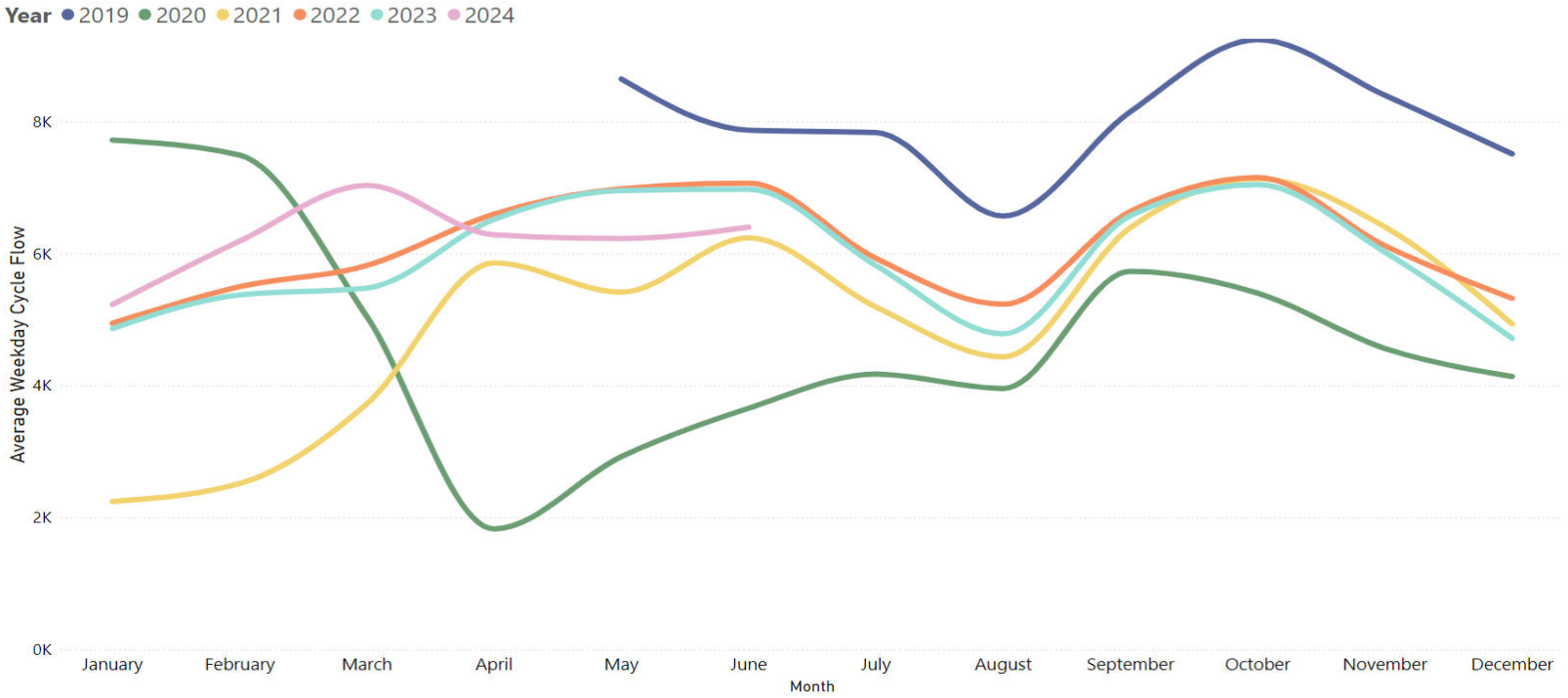
- Comparable active modes data available for most months and years.
- Comparable active modes data available for June 2019, June 2021, June 2023 and June 2024.
- Comparable active modes data available for June 2019 and June 2024.
- Comparable data not available for June 2019 and / or June 2024.

Local Road Network: Cyclists



June 2024 cycling volumes were 18% below pre-COVID (June 2019) and also 11% below last year. Typically, cycle volumes steadily increase from January to June but in 2024 this pattern stopped in April. Flows in April, May and June 2024 were similar to February 2024 levels and lower than spring/summer 2022 and 2023. This pattern is perhaps due to the unseasonal weather.

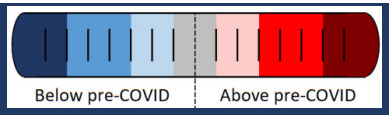
Average weekday cycle flow



Pre-COVID to Now: June 2019 to June 2024			Mid-COVID to Now: June 2021 to June 2024			Previous year to Now: June 2023 to June 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)
-18%	-19%	-19%	+1%	+3%	-6%	-11%	-8%	-14%

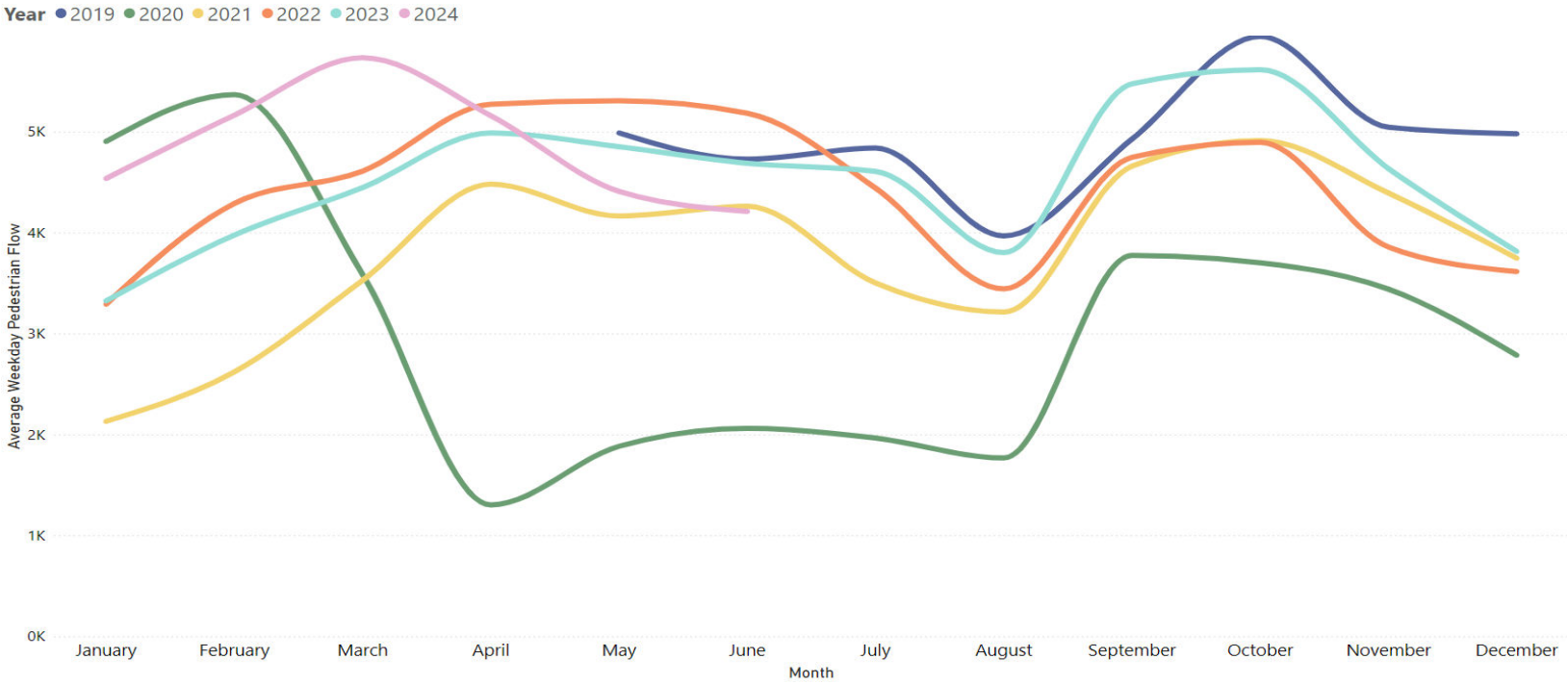
Sensors used for this analysis: Coleridge Road, Hills Road, and Tenison Road.

Local Road Network: Pedestrians



After a strong start to the year, pedestrian volumes in June 2024 were 8% below pre-COVID (June 2019) and 8% below this time last year (June 2023). Typically, pedestrian volumes would gradually increase from January to June but in 2024 pedestrian flows consistently decreased from April to June. This pattern is perhaps due to the unseasonal weather.

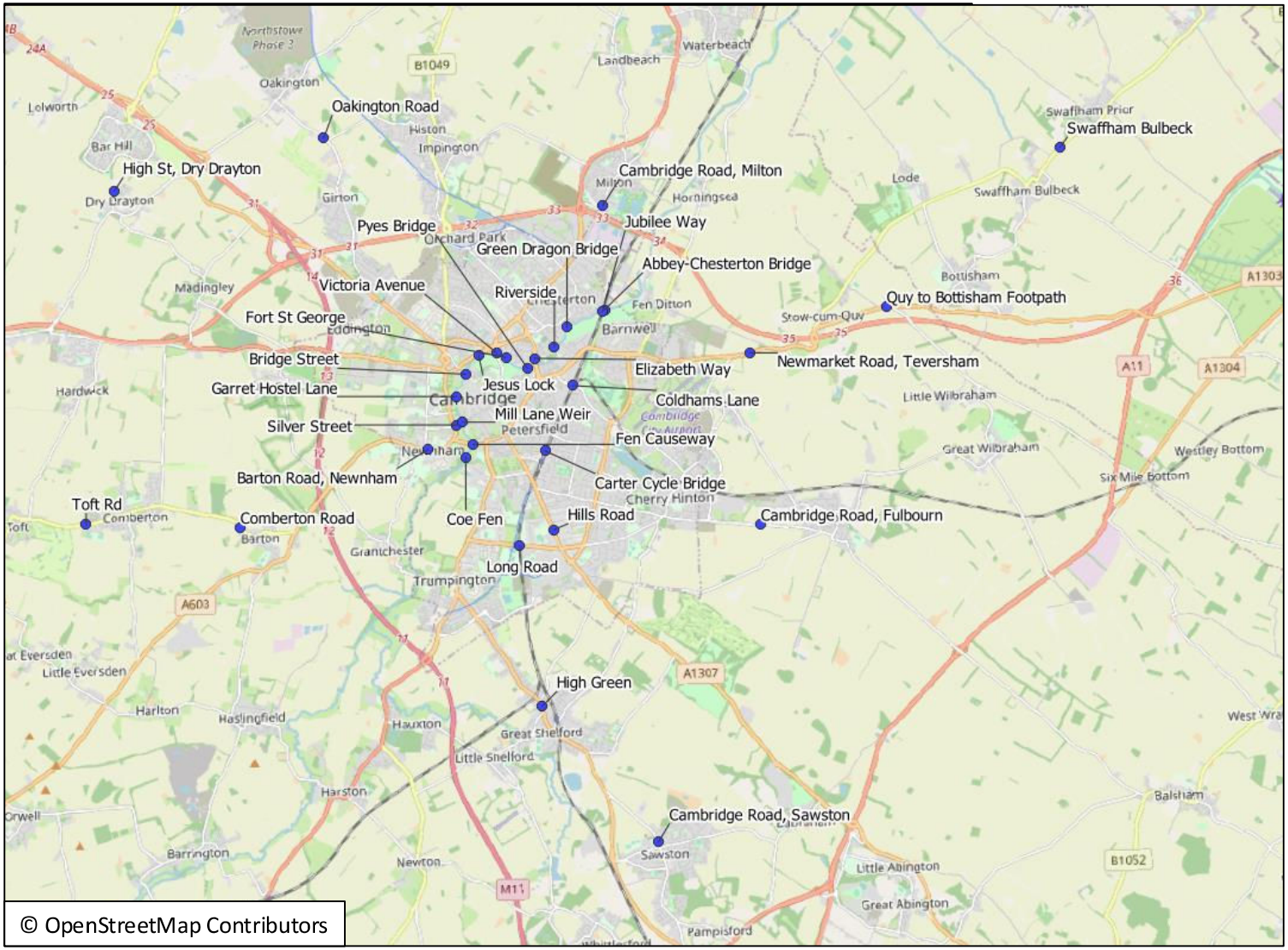
Average weekday pedestrian flow



Pre-COVID to Now: June 2019 to June 2024			Mid-COVID to Now: June 2021 to June 2024			Previous year to Now: June 2023 to June 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)
-8%	-11%	No change	-1%	-1%	-9%	-8%	-10%	-1%

Sensors used for this analysis: Coleridge Road, Hills Road, and Tenison Road.

Local Road Network: Active Travel Annual Survey Sites



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

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. Clearer morning and evening peak periods have re-emerged, spanning 1 hour in the morning and almost 2 hours in the evening.

Active Travel Peak Spreading - Cycle Route Monitoring and Cambridge Screenline

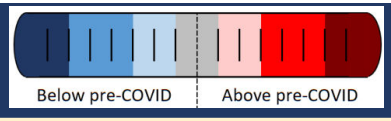
	2011	2017	2018	2019	2020	2021	2022	2023	2024
07:00:00	1,386	1,894	1,893	1,772	734	1,346	1,422	1,626	1,646
07:30:00	2,460	3,199	3,240	3,139	1,073	2,284	2,434	2,689	2,939
08:00:00	3,943	4,950	5,199	5,119	1,067	3,740	4,045	4,535	4,578
08:30:00	4,841	5,917	6,451	6,582	1,120	4,065	4,826	5,472	5,718
09:00:00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

Number of active trips per half hour:

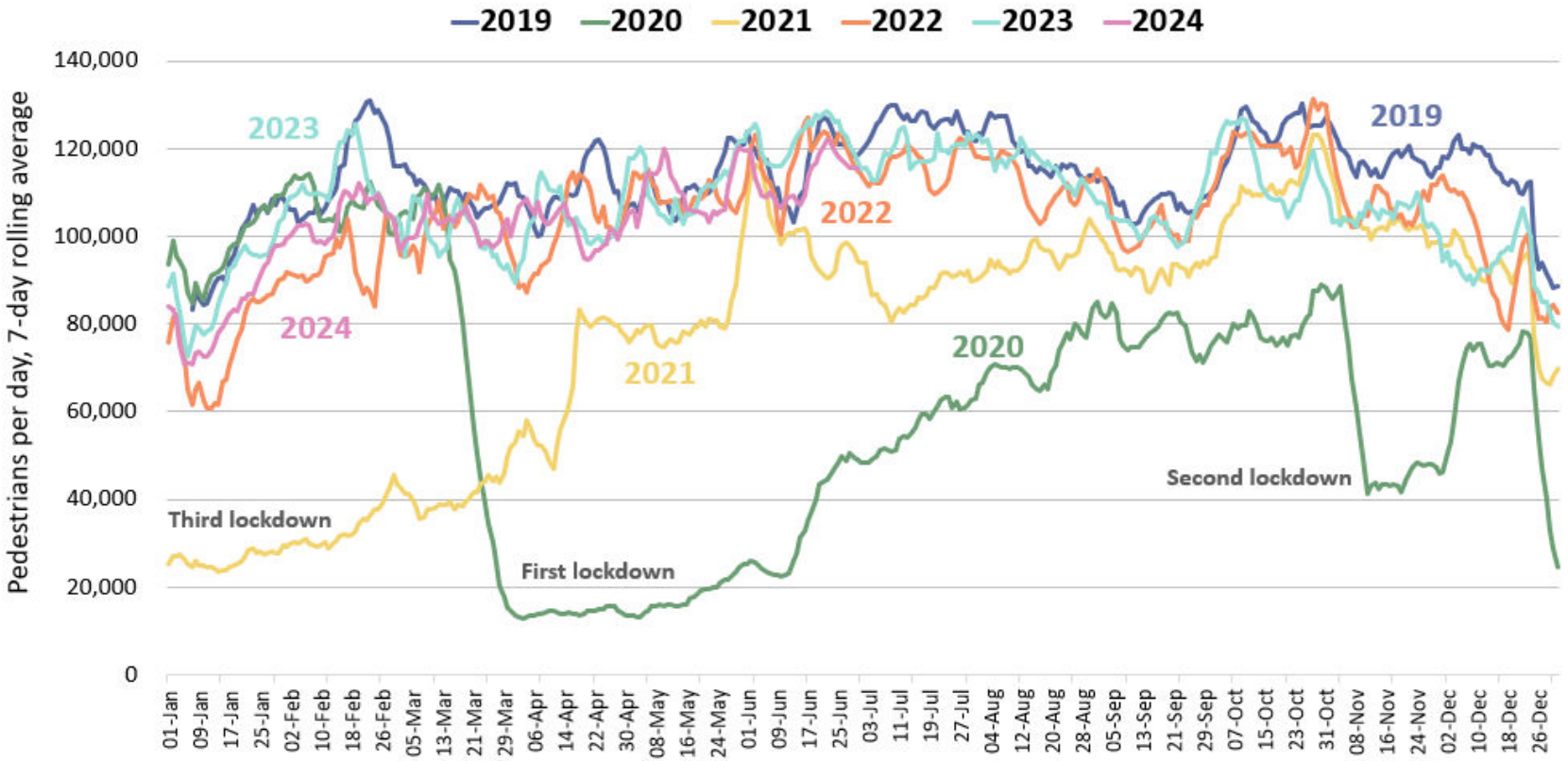
- Below 2,500
- 2,500 to 3,499
- 3,500 to 3,999
- 4,000 to 4,499
- 4,500 to 4,999
- 5,000 to 5,499
- 5,500 and above

Retail Footfall

Retail Footfall: Central Cambridge

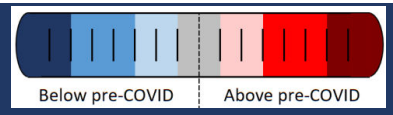


In June 2024, retail footfall in Cambridge was 3% below pre-COVID (June 2019) levels and 5% below last year (June 2023).

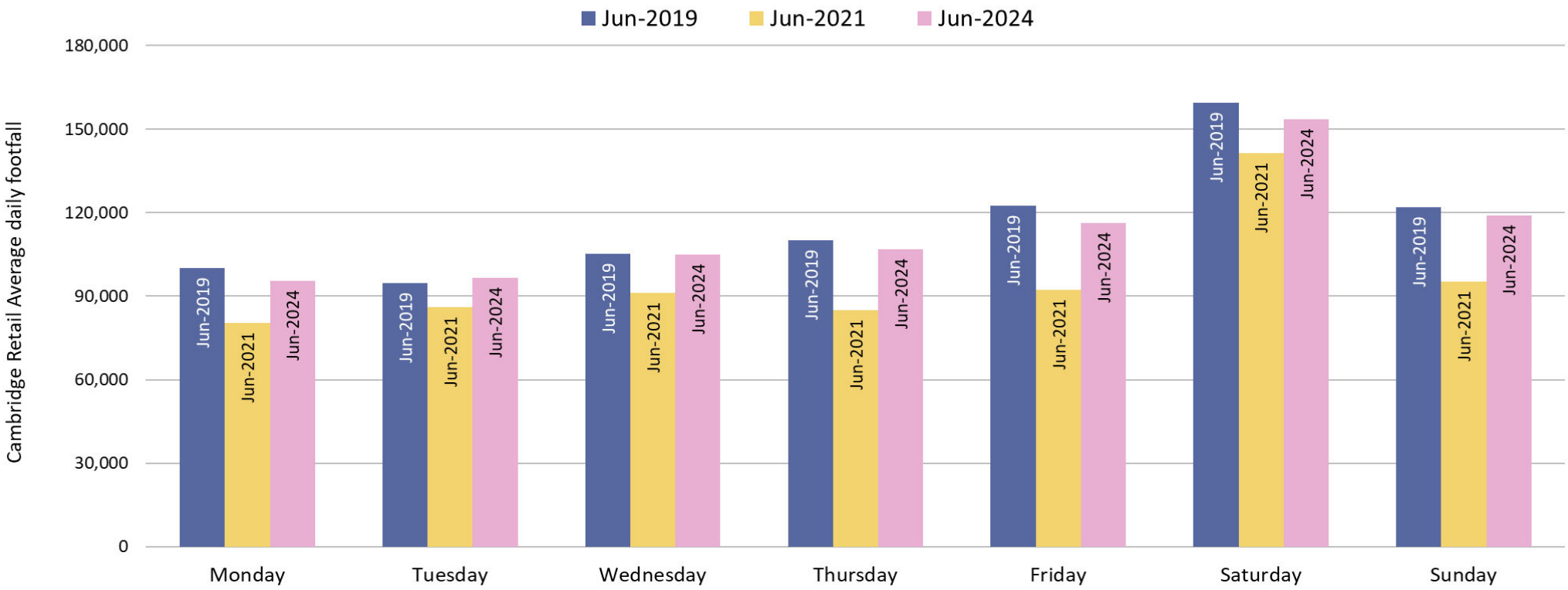


Pre-COVID to Now: June 2019 to June 2024			Mid-COVID to Now: June 2021 to June 2024			Previous year to Now: June 2023 to June 2024		
Mon-Sun	Weekdays (Mon-Thu)	Weekends (Sat-Sun)	Mon-Sun	Weekdays (Mon-Thu)	Weekends (Sat-Sun)	Mon-Sun	Weekdays (Mon-Thu)	Weekends (Sat-Sun)
-3%	-2%	-3%	+20%	+18%	+15%	-5%	-6%	-8%

Retail Footfall: Central Cambridge by Day of the Week



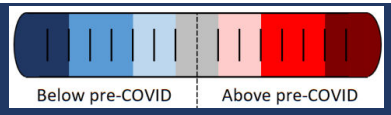
In June 2024, retail footfall was near pre-COVID levels (June 2019) on all days of the week. Monday and Friday were least recovered (-5%) whilst Wednesdays were at pre-COVID levels and Tuesdays were just above.



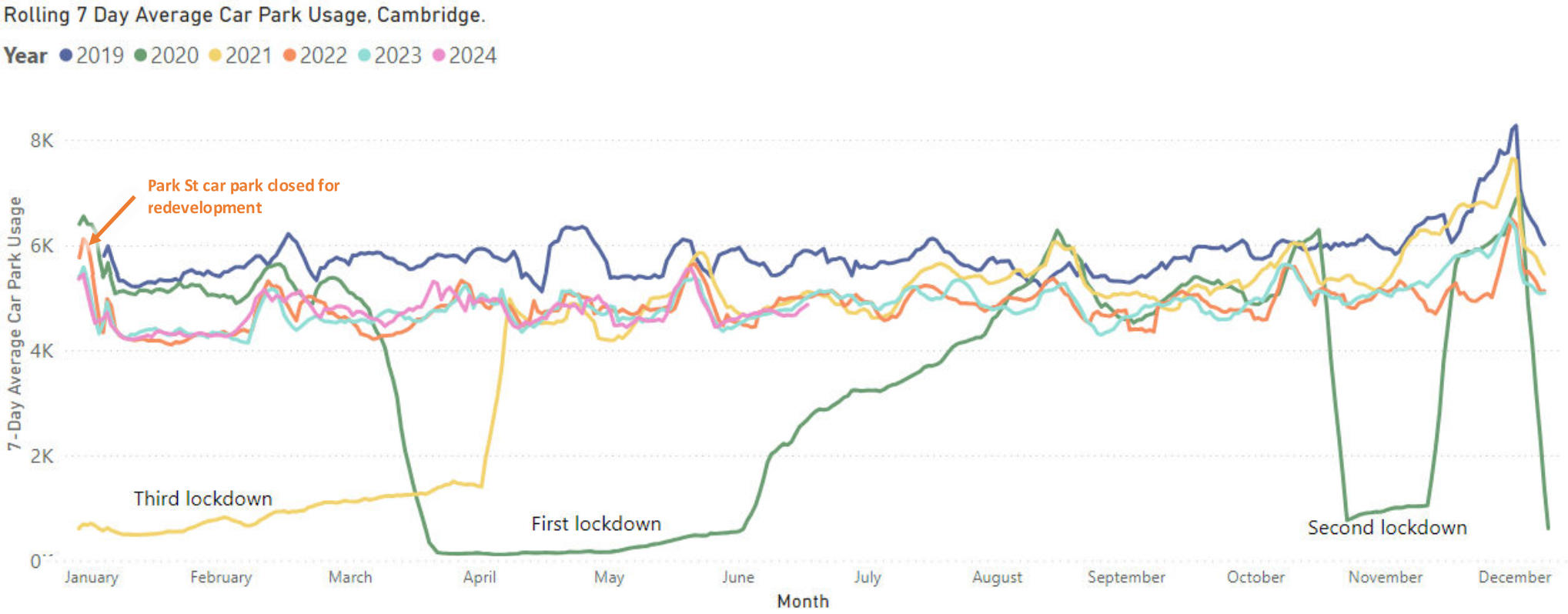
Pre-COVID to Now: June 2019 to June 2024						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
-5%	+2%	0%	-3%	-5%	-4%	-3%

Car Parking

Car Parking: Daily Use



Multi-storey car park use in June 2024 remains 18% below pre-COVID (June 2019) levels; but just ahead of last year (+1% vs June 2023). Grafton East (-33%) continues to see the least recovery, whilst Queen Anne Terrace is now the most recovered (+5%).

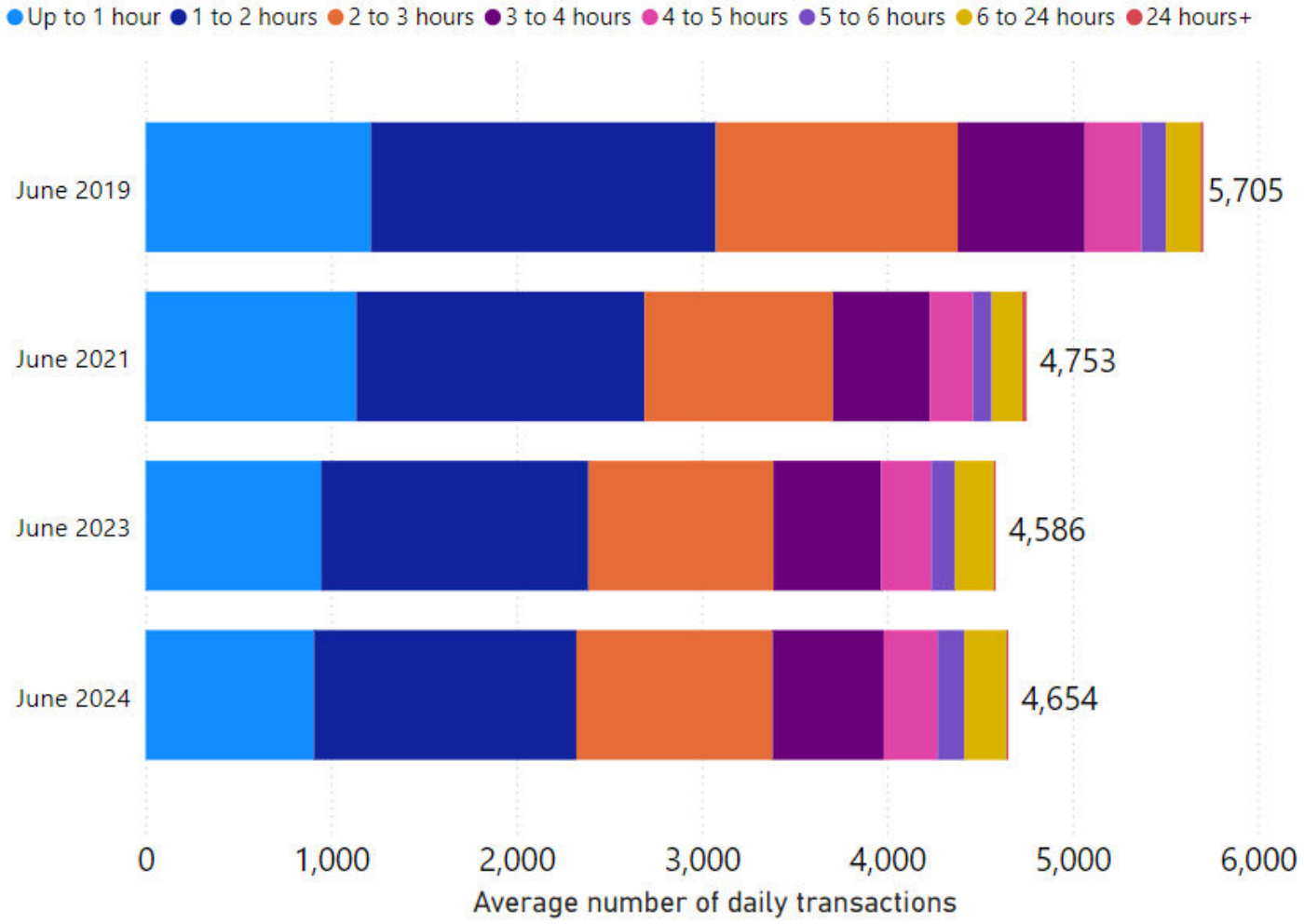


Pre-COVID to Now: June 2019 to June 2024			Mid Covid to Now: June 2021 to June 2024			Previous year to Now: June 2023 to June 2024		
Mon-Sun	Weekdays (Mon-Thu)	Weekends (Sat-Sun)	Mon-Sun	Weekdays (Mon-Thu)	Weekends (Sat-Sun)	Mon-Sun	Weekdays (Mon-Thu)	Weekends (Sat-Sun)
-18%	-20%	-16%	-2%	-3%	0%	+1%	-1%	+4%

*Park Street car park closed for redevelopment on 4th January 2022; usage figures for this car park are included up to its closure. Park Street car park is expected to re-open in August 2024.

Car Parking: Length of Stay by Month

Typical daily multi-storey car park usage has slightly increased in June 2024 in comparison to last year (1% higher than June 2023) but is 18% lower than pre-COVID (June 2019). The proportionate split in length-of-stay within multi-storey car parks has stayed fairly consistent over time.

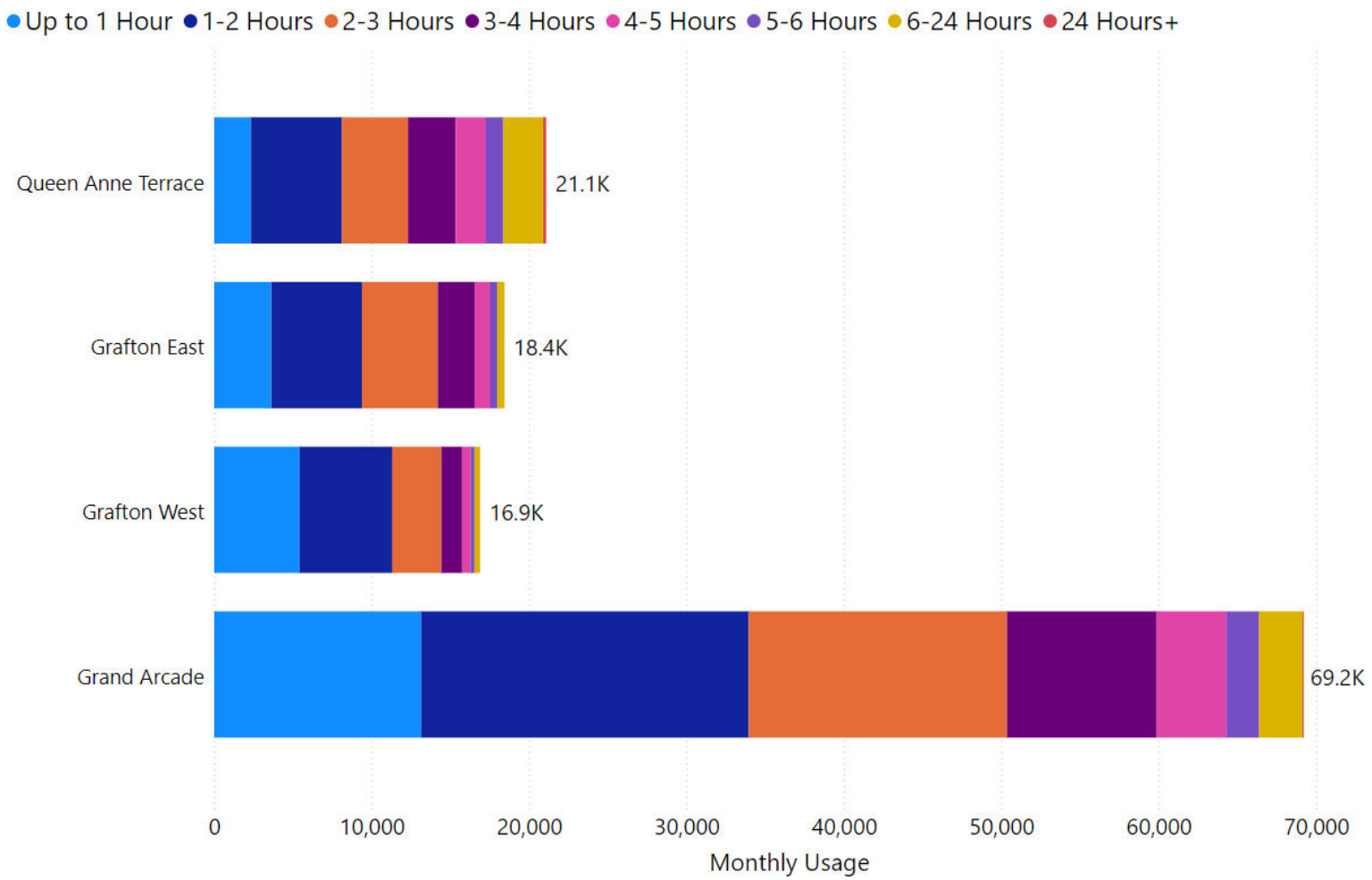


Park Street car park closed for redevelopment on 4th January 2022; usage figures for this car park are included up to its closure. Park Street car park is expected to re-open in August 2024

Car Parking: Length of Stay by Car Park

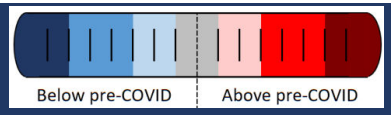
In June 2024, Grafton West had the highest proportion of stays under 3 hours (85%) whilst Queen Anne's Terrace had the lowest proportion (58%). Grand Arcade remains comfortably the most popular car park – with over 69,000 transactions recorded in June 2024.

Car Park Usage (June 2024)

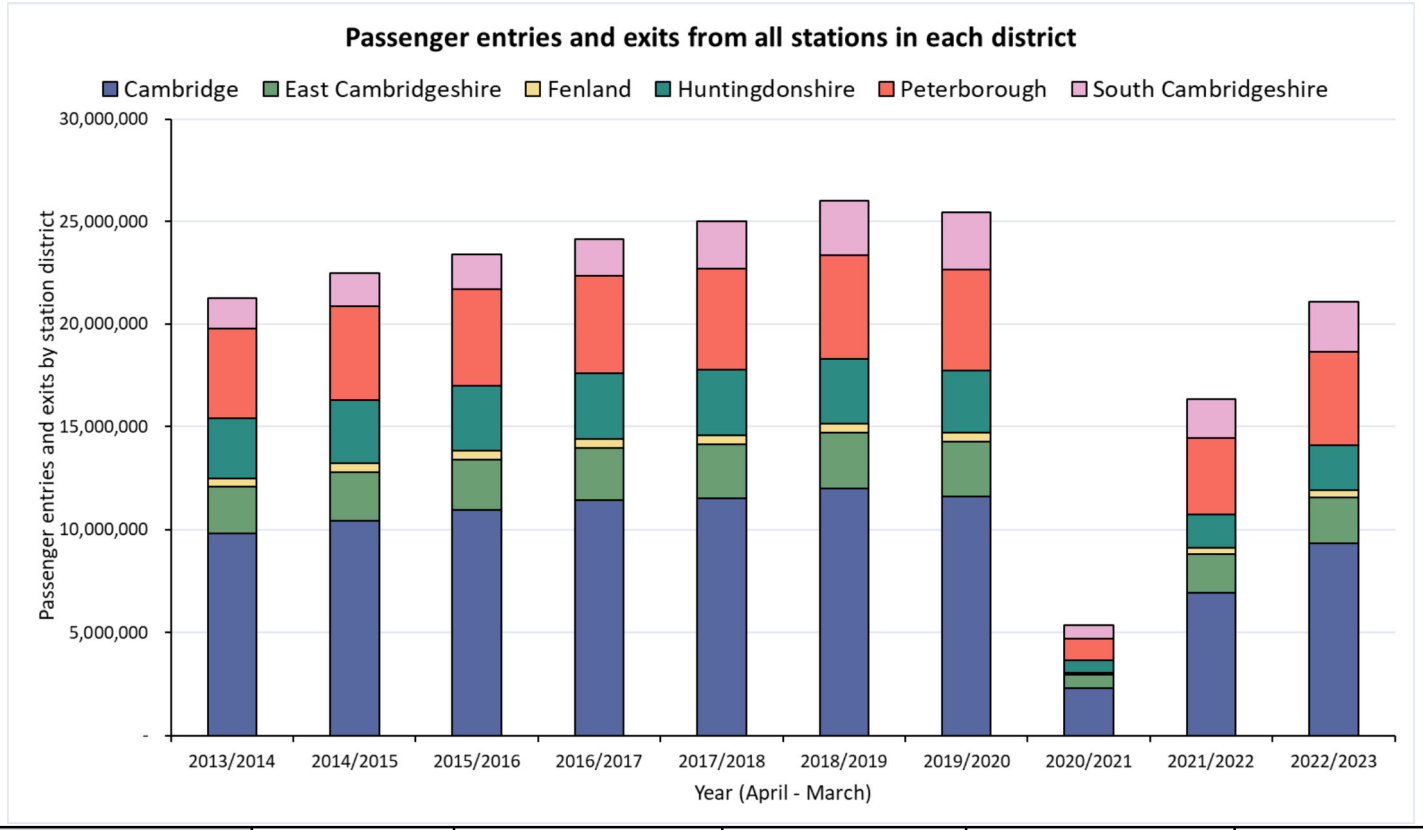


Rail Passengers

Rail Passengers: Usage



Railway station entries and exits across Cambridgeshire are still below pre-COVID (2018/19) volumes. Huntingdonshire (-30%) presents the largest fall since pre-COVID, while South Cambridgeshire (-7%) is closest to pre-COVID.



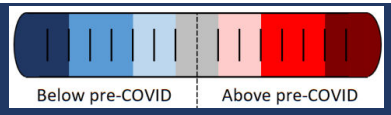
Cambridgeshire (incl Pboro)
Pre-COVID to Now:
2018/19* to 2022/23
-19%

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

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

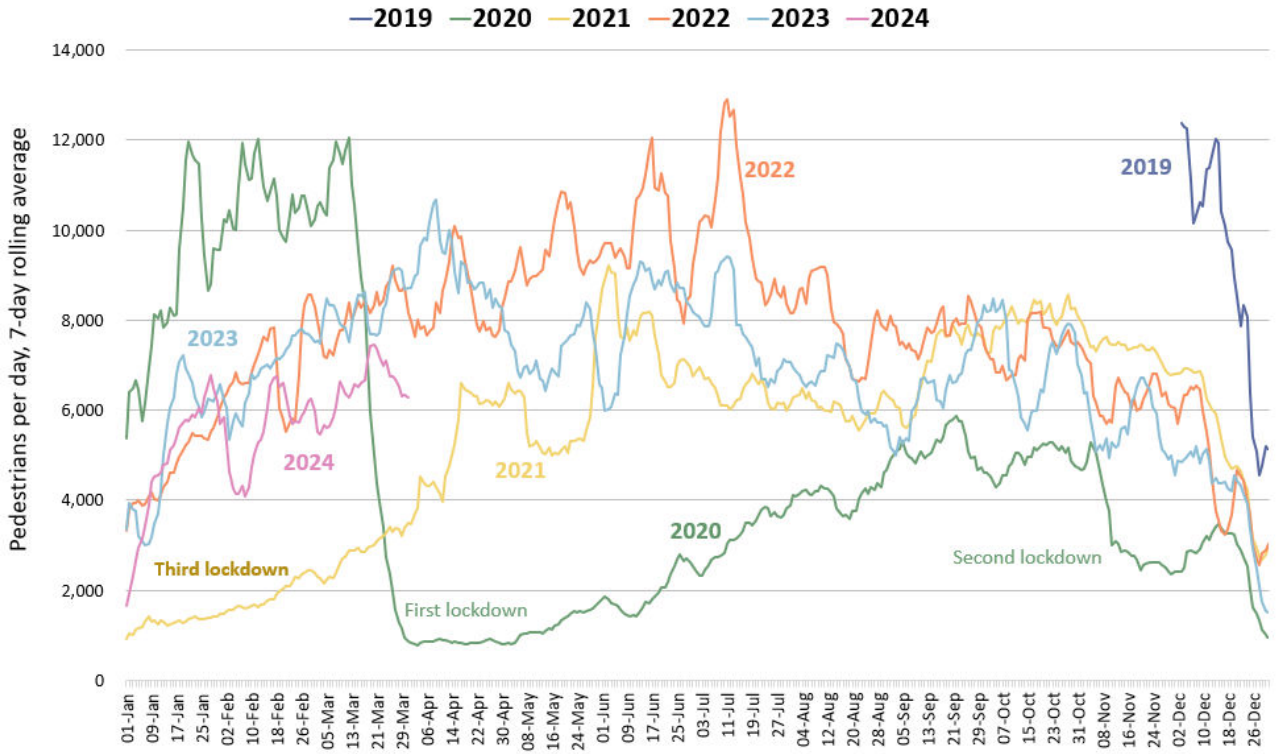
*2018/19 used as the pre-COVID baseline as 2019/20 entries and exit data is affected in March 2020 by the first COVID-19 lockdown.

One Station Square Footfall (to March 2024)



One Station Square footfall was 40% below pre-COVID (March 2020*) and is 21% below last year (March 2023).

Footfall at One Station Square (directly outside Cambridge train station)



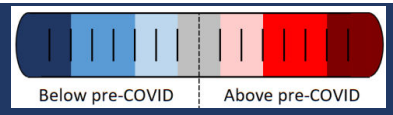
Please note:
The latest footfall data collected at One Station Square (April 2024 onwards) may be erroneous. More recent analysis for this location has not been presented whilst Cambridge BID conduct checks on the footfall counter here.

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

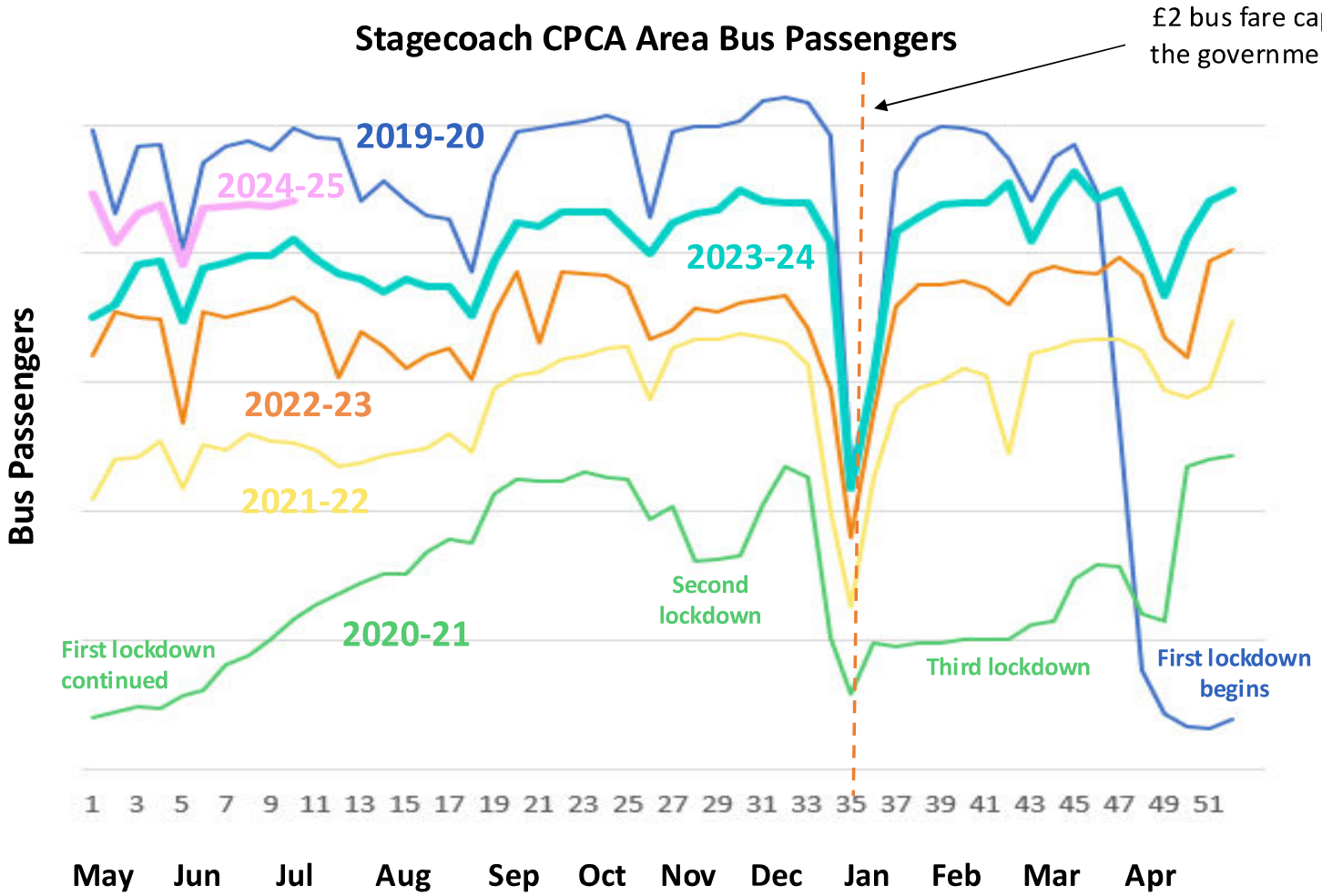
*This sensor was installed in December 2019 so pre-COVID data is not available for all months. March 1st-14th 2020 has been used as a baseline for this calculation (pre-lockdown).

Bus Passengers

Bus Passengers: including Park and Ride



Bus passenger volumes on services based at Stagecoach's Cambridge depot continue to be just below pre-COVID levels (-5%) which is largely driven by increased P&R use. Bus passenger numbers in Peterborough remain further below pre-COVID levels at -22%.



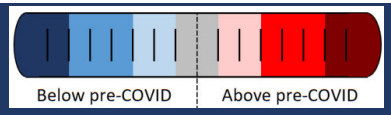
Cambridge Depot
Pre-COVID to Now:
June 2019 to June 2024
-5%

Fenstanton Depot
Pre-COVID to Now:
June 2019 to June 2024
+12%

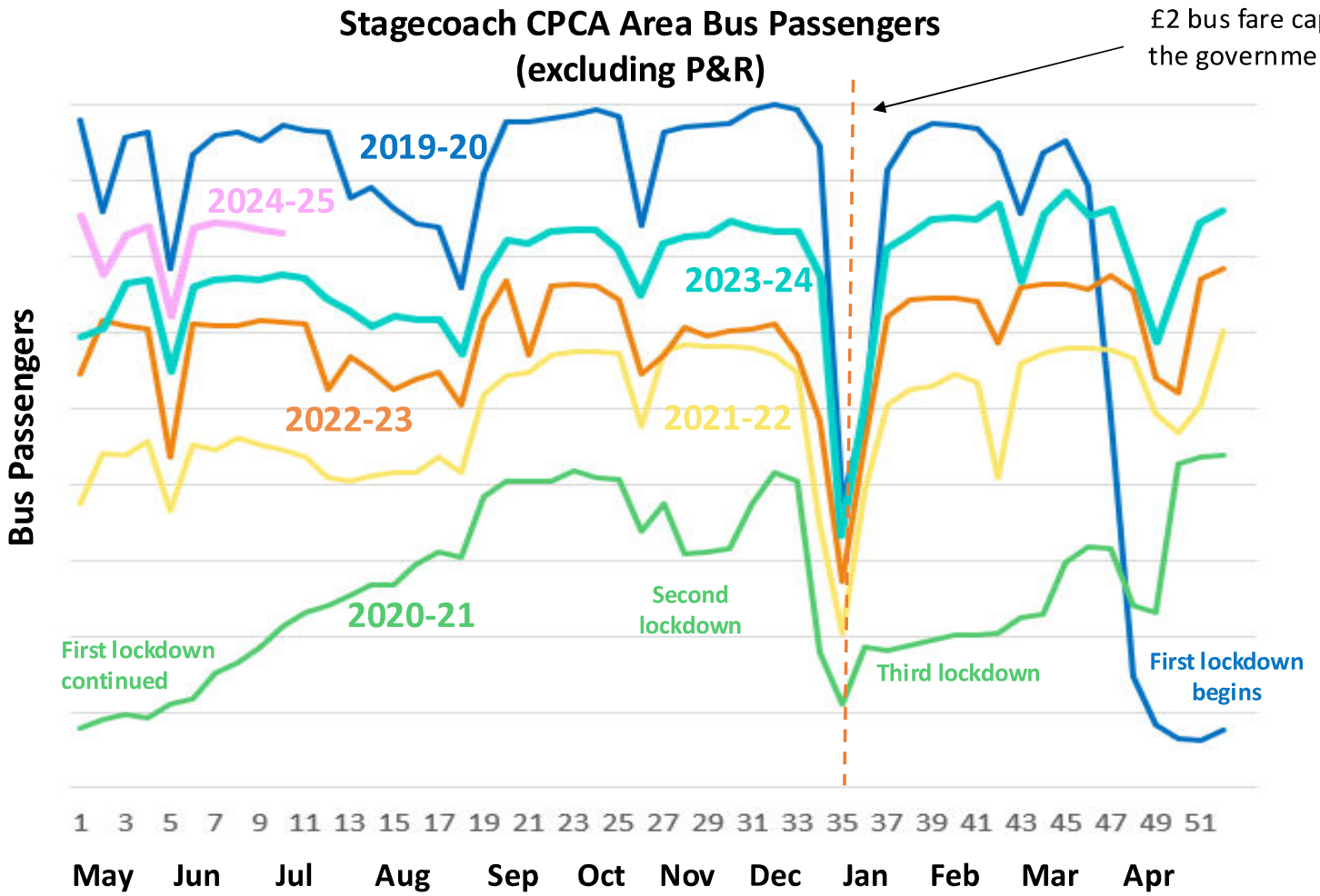
Peterborough Depot
Pre-COVID to Now:
June 2019 to June 2024
-22%

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

Bus Passengers: excluding Park and Ride



In June 2024, bus passengers on non-P&R services were 14% below pre-COVID at the Cambridge depot and 12% above at the Fenstanton depot. Peterborough passenger numbers continue to be particularly low at 22% below pre-COVID levels.



Cambridge Depot
Pre-COVID to Now:
June 2019 to June 2024
-14%

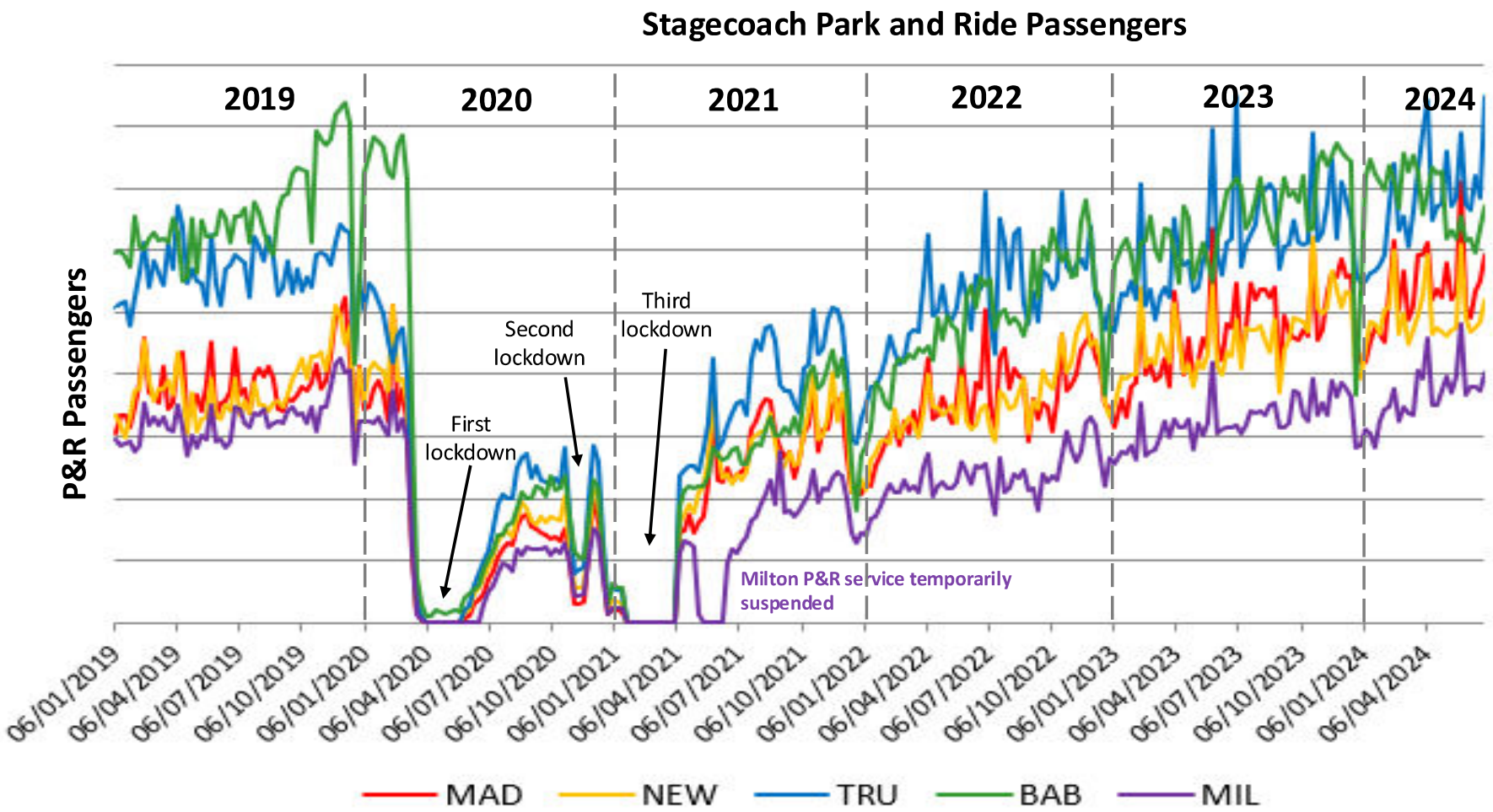
Fenstanton Depot
Pre-COVID to Now:
June 2019 to June 2024
+12%

Peterborough Depot
Pre-COVID to Now:
June 2019 to June 2024
-22%

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

Bus Passengers: Park and Ride only

Usage of most park and ride sites dipped in late March in line with the Easter holiday period but then recovered.
Babraham Road and Trumpington Road P&Rs are the most popular sites, with Trumpington Road usage now above pre-COVID (2019).

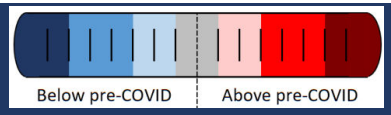


Cambridge Depot
Pre-COVID to Now:
June 2019 to June 2024

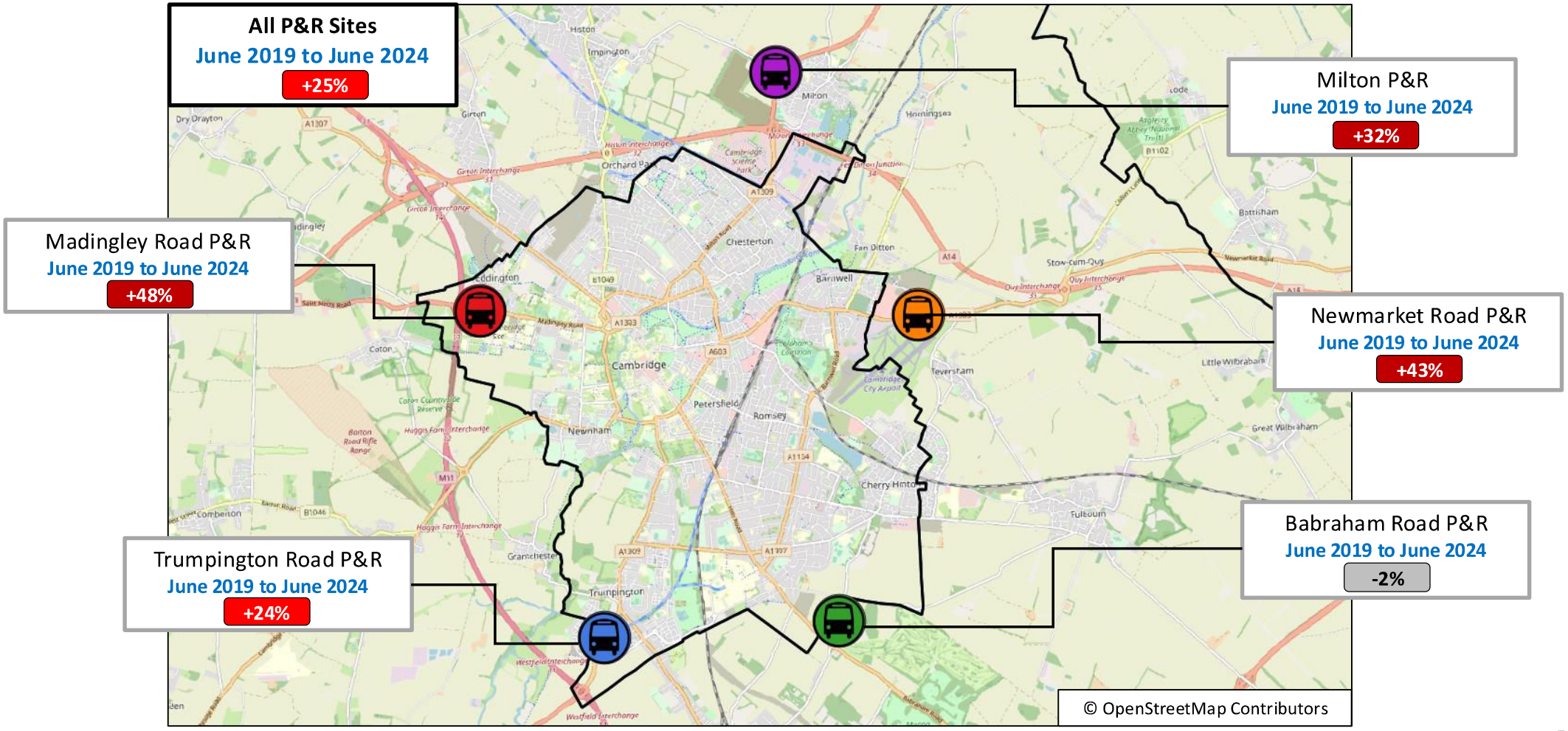
+25%

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

Bus Passengers: Park and Ride by Site



Park and Ride (P&R) site usage continues to exceed pre-COVID levels across most sites. Madingley Road and Newmarket Road show the largest increases on pre-COVID volumes at +48% and +43% respectively. However, recovery at Babraham Road has dropped from +19% in March 2024 to -2% in June 2024.

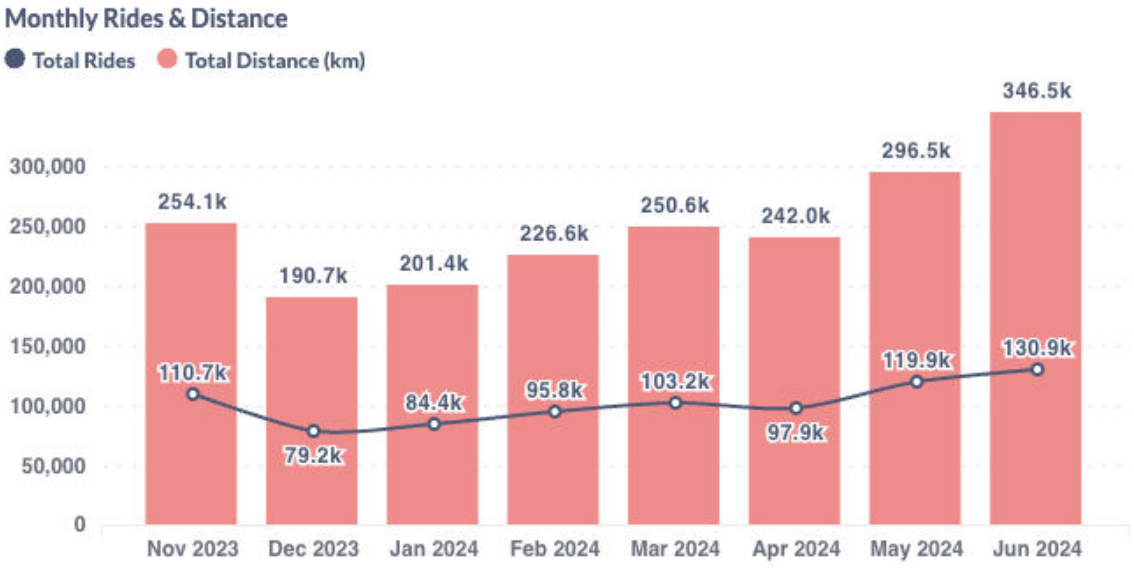


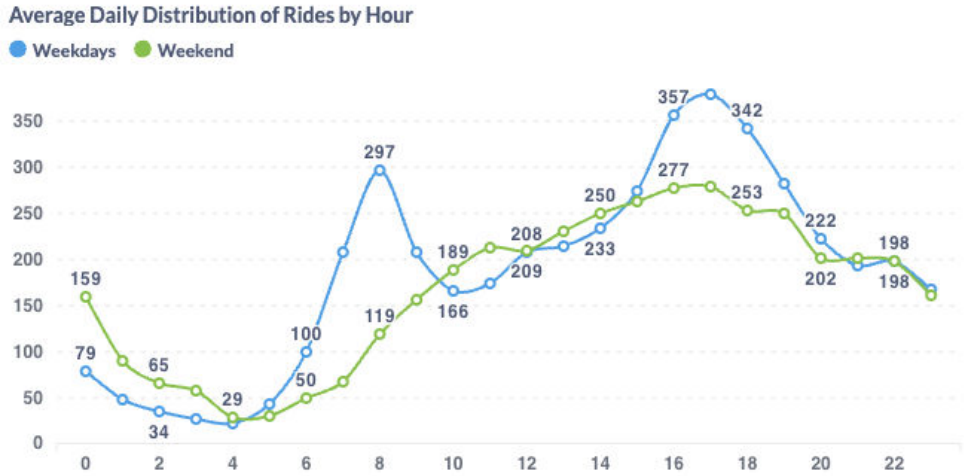
Micro-mobility

Voi E-scooters and E-bikes in Cambridge

June 2024 saw over 130,000 Voi rides. Weekdays continue to see peaks in travel around 8am and 5pm, suggesting use for commuting/education. The weekends see a late-afternoon peak. The 26-39 age group has consistently seen the largest number of riders.

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





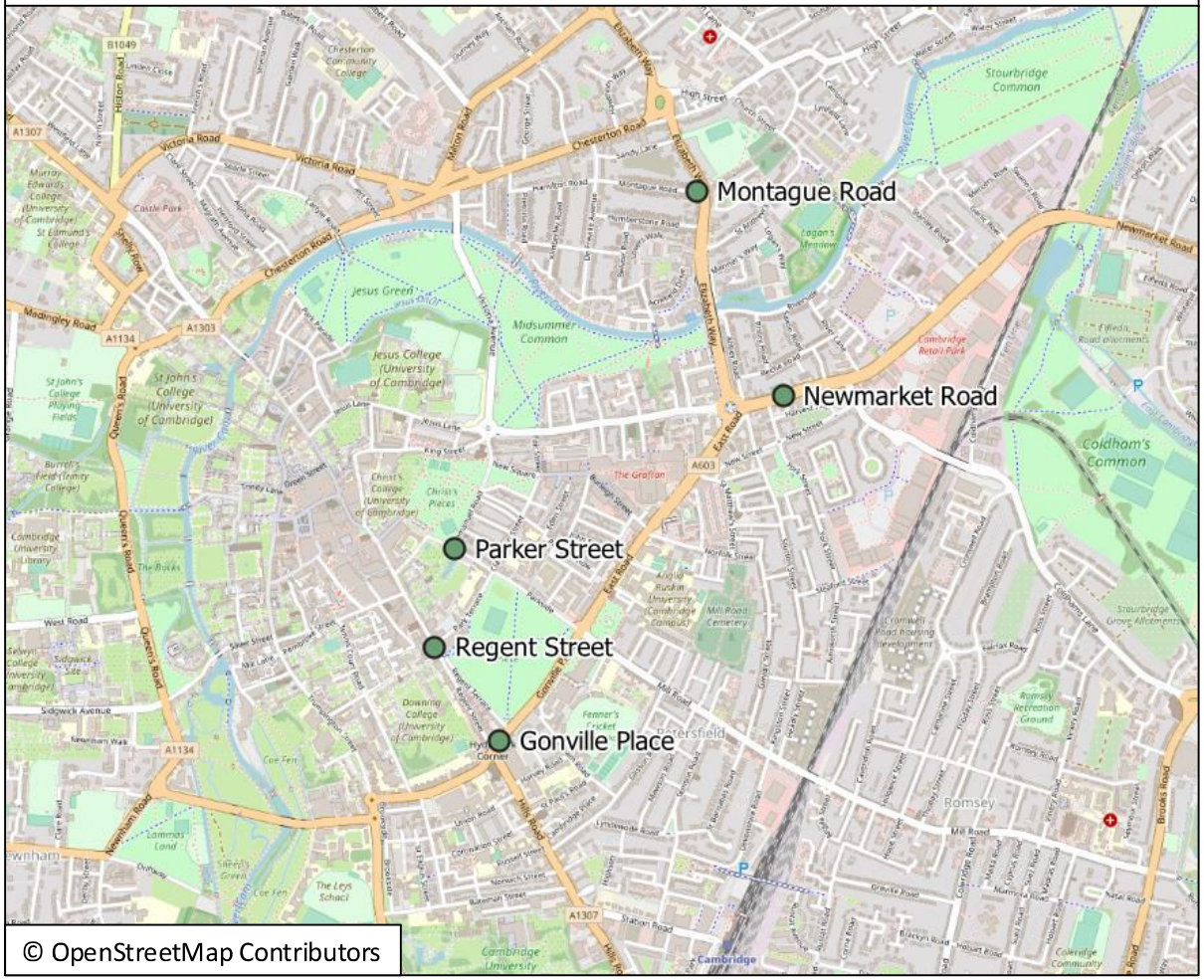
June 2024 key statistics

Total journeys:	Total distance:	Returning users:	New users:
130,900	346,500 km	21,288	4,371

Air Quality

Air Quality Monitoring Locations

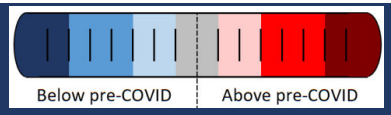
Continuous Air Quality Monitoring Sites, Cambridge



Location	Description
Montague Road	Close to the junction with Elizabeth Way
Newmarket Road	Close to Cambridge Retail park on Newmarket Road.
Parker Street	Close to the bus station
Regent Street	To the West of Parker's Piece
Gonville Place	Near Hill's Road, South of Parker's Piece. Note: This sensor had no data from April 2022 to March 2024.

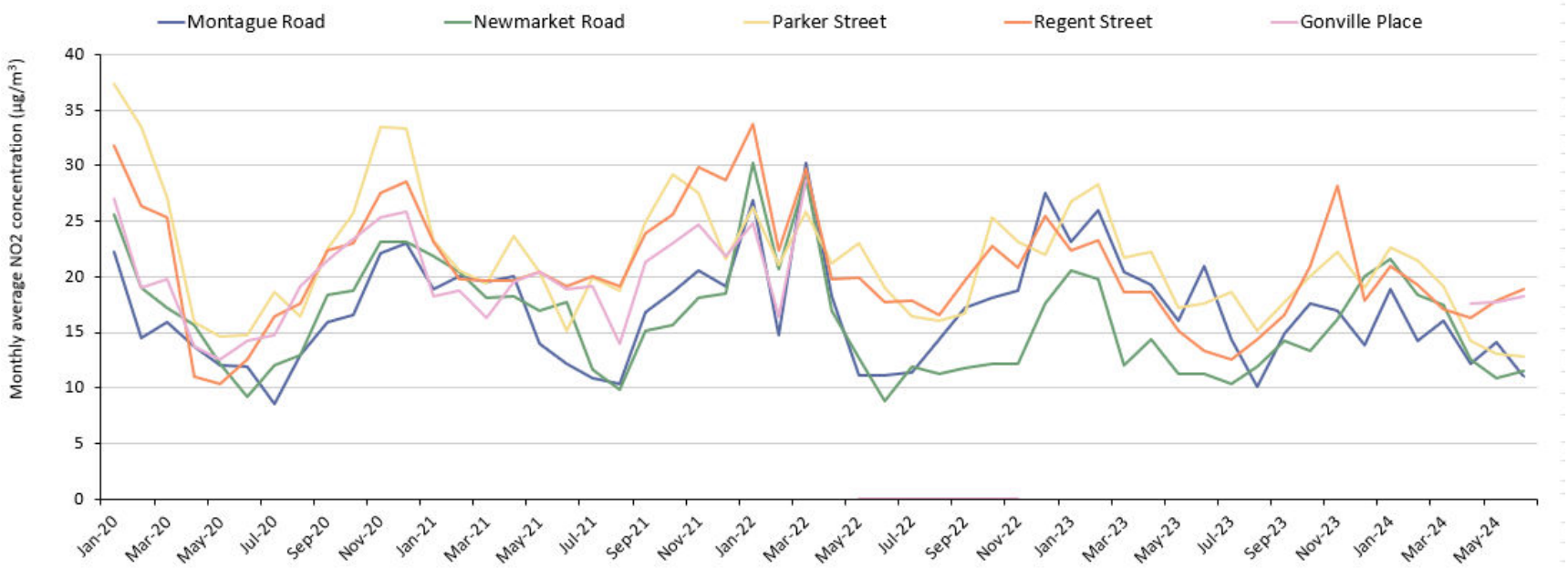
The Cambridge City Council Air Quality team provide data from 5 continuous air quality monitors in central Cambridge. The monitors primarily measure Nitrogen Oxides (NOx) and Particulate Matter (PM) which are proxies for overall air quality.

Air Quality: Individual Sites



Three of the five sites show a decrease in concentrations between April and June 2024, two see an increase. Data for Gonville Place is available again from April 2024 – it sees the second highest NO_2 concentrations in June, after Regent Street, but concentrations are still below the 2017-2019 baseline (-28%).

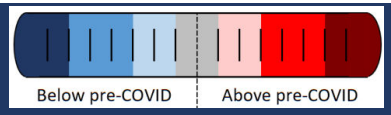
Monthly average NO_2 concentrations by site



	Pre-COVID to Now: Jun 2017-19 baseline to Jun 2024	Mid-COVID to Now: Jun 2021 to Jun 2024	Last year to Now: Jun 2023 to Jun 2024
Montague Road	-44%	-10%	-47%
Newmarket Road	-36%	-35%	+2%
Parker Street	-57%	-15%	-27%
Regent Street	-21%	-1%	+42%
Gonville Place	-28%	-4%	No 2023 data

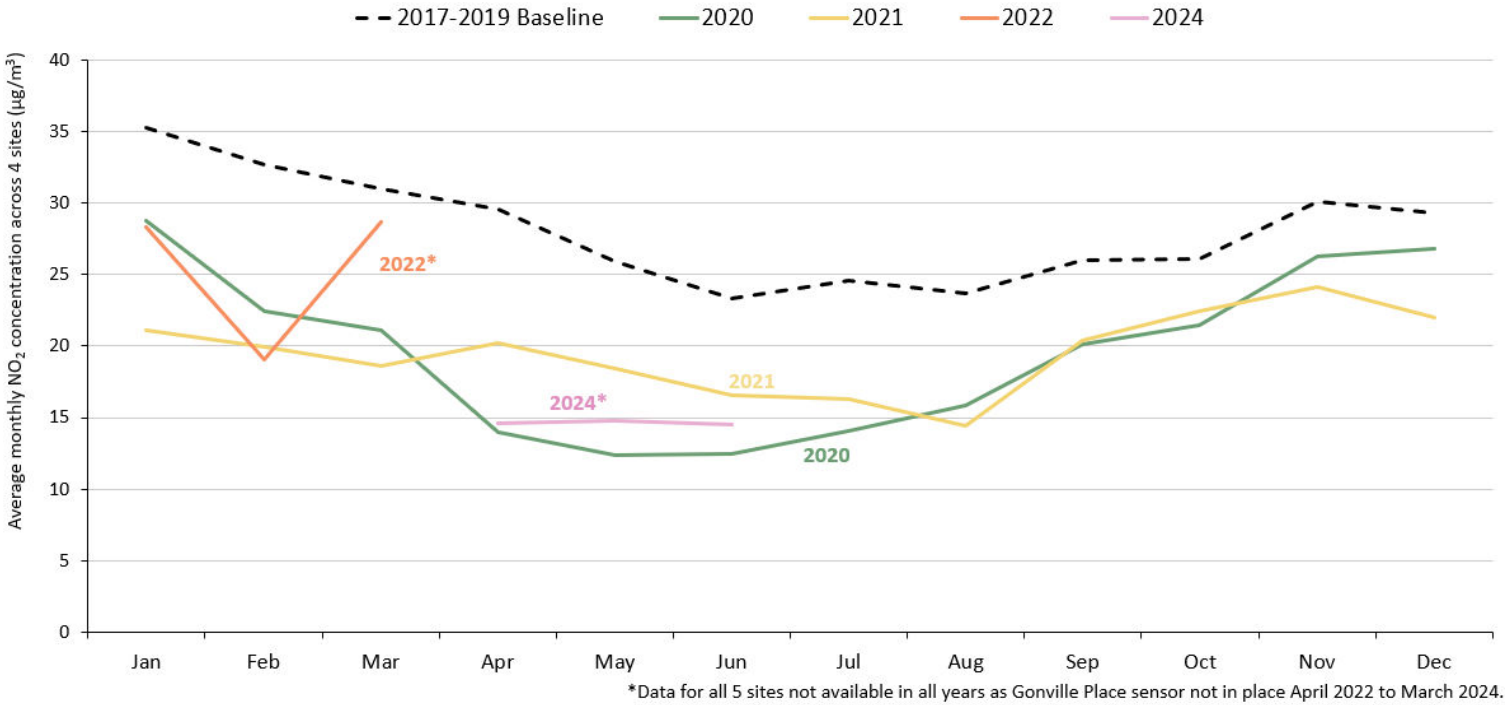
*Data was not available for Gonville Place sensor from April 2022 to March 2024.

Air Quality: All Sites



NO_2 concentrations continue to decrease in 2024, in line with the expected seasonal decline in NO_2. In June 2024, concentrations are well below the 2017-2019 baseline (-38%).

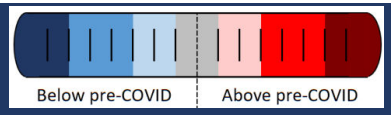
Monthly average NO_2 concentration across all 5 continuous monitoring sites*



*Data for all 5 sites not available in all years as Gonville Place sensor not in place April 2022 to March 2024.

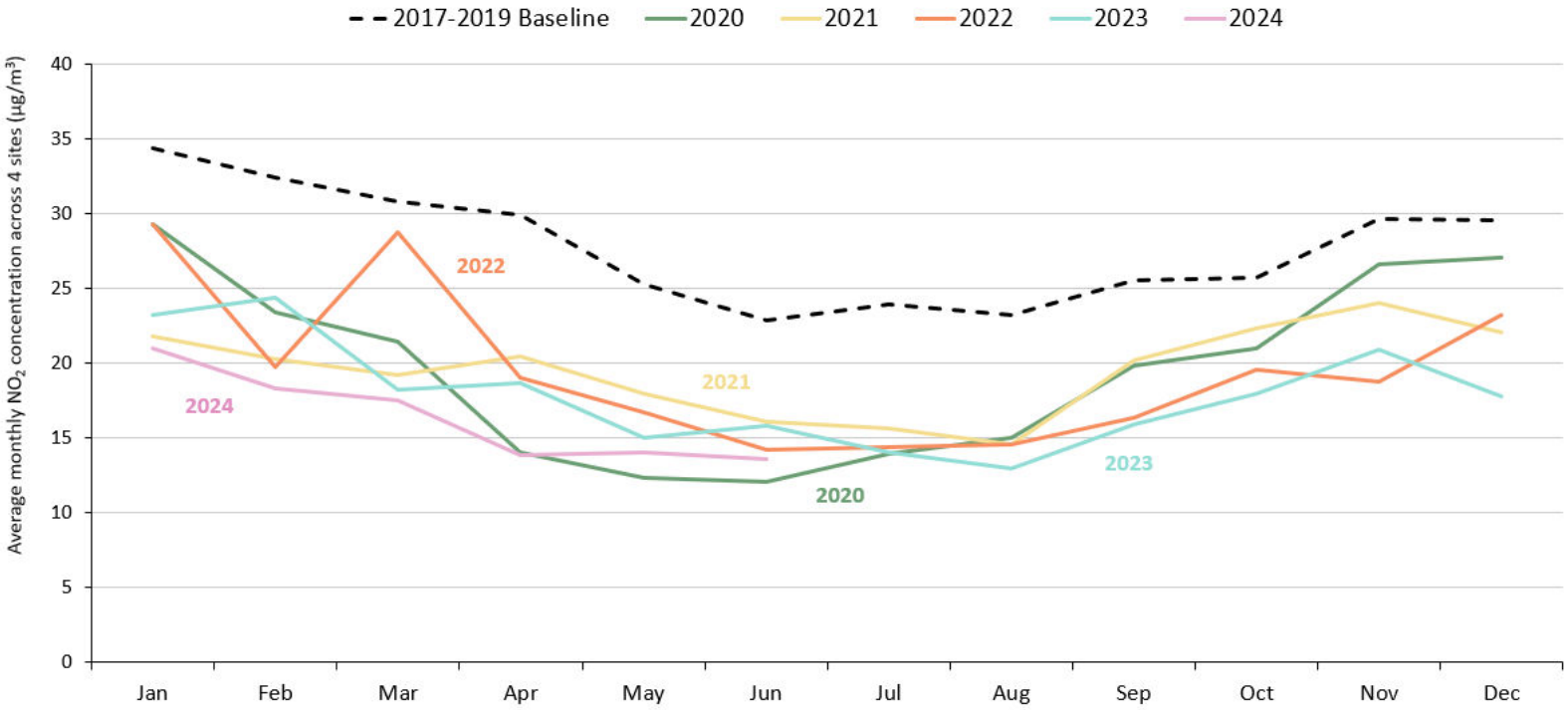
	Pre-COVID to Now: Jun 2017-19 baseline to Jun 2024	Mid-COVID to Now: Jun 2021 to Jun 2024	Last year to Now: Jun 2023 to Jun 2024
All sites average	-38%	-13%	No comparable data

Air Quality: All Sites excluding Gonville Place



NO_2 concentrations continue to decrease in 2024, in line with the expected seasonal decline in NO_2. In June 2024, concentrations are below all other years on the graph, excluding 2020, and are 41% below the 2017-2019 average.

Monthly average NO_2 concentration across 4 continuous monitoring sites*



*Data for 4 sites only, exlcudes Gonville Place sensor as it was not in place April 2022 to March 2024.

	Pre-COVID to Now: Jun 2017-19 baseline to Jun 2024	Mid-COVID to Now: Jun 2021 to Jun 2024	Last year to Now: Jun 2023 to Jun 2024
All sites average	-41%	-15%	-14%

policyandinsight@cambridgeshire.gov.uk