

# Cambridgeshire Active Travel

## Monitoring brief for C30 Vinery Road

- This document presents the key summary of the traffic monitoring results
- Surveys undertaken in w/c 25<sup>th</sup> April 2022 for majority of schemes
- Additional surveys completed for C02 Church Lane in October 2022
- The 1<sup>st</sup> round of 2023 surveys were undertaken in w/c 18<sup>th</sup> April 2023. Note that this was outside of University term time, but within School term time.
- The 2<sup>nd</sup> round of 2023 surveys were undertaken in w/c 3<sup>rd</sup> October 2023. This is within University and School term times
- Other monitoring measures have been undertaken which include:
  - Road safety Reviews post installation to identify any safety-related elements
  - Review and response to Public feedback following installation of the schemes
  - Review of CCC Sensor and air quality data related to C30 Vinery Road and surrounding roads

# Cambridgeshire Active Travel

## Monitoring Results: C30 Vinery Road

### Overall Comments

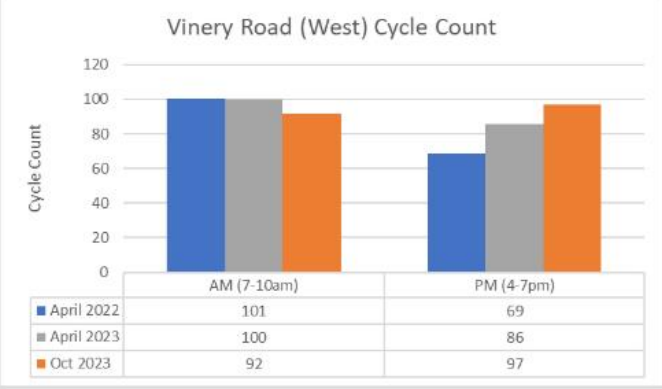
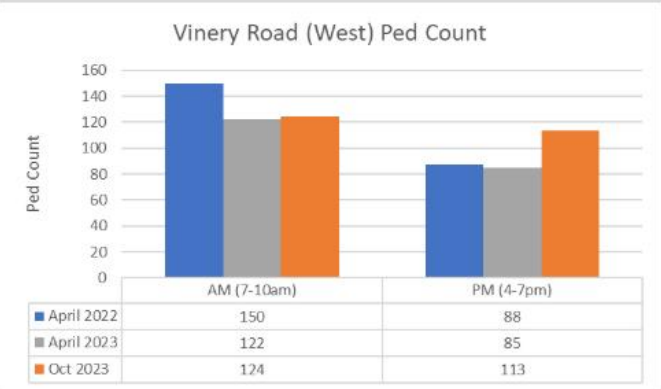
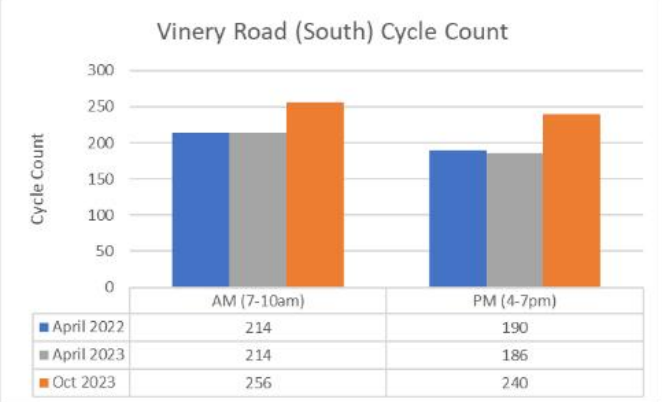
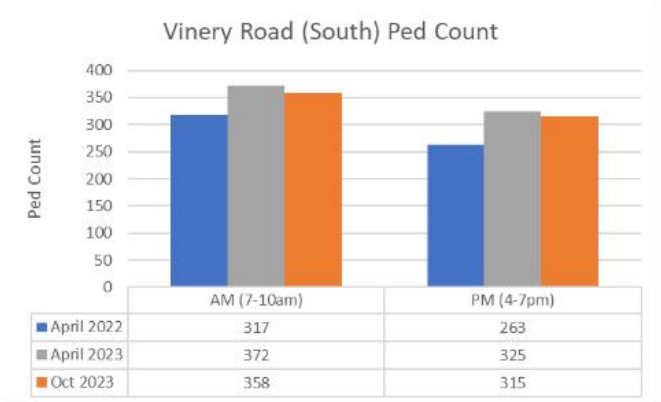
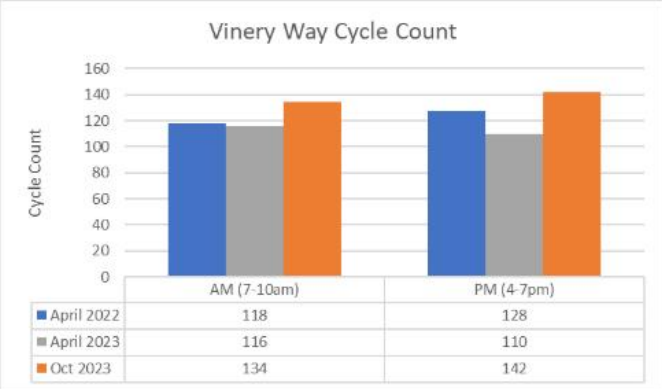
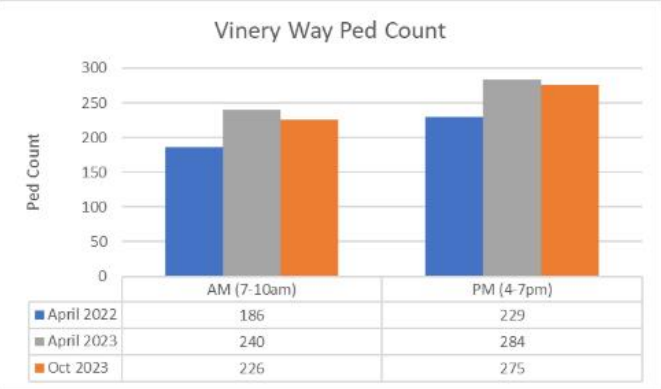
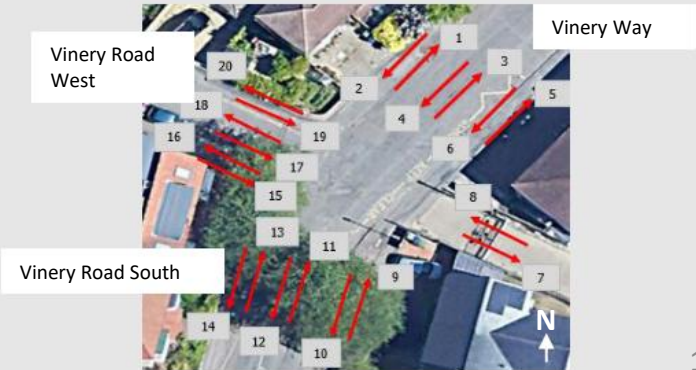
Key observations from survey data	Designer's comments	Changes in October
Increase of pedestrians on Vinery Way and Vinery Road South, which is also reflected in the vivacity sensor data. Decrease of pedestrians on Vinery Road West. A total increase of 180 over the 3 day AM and PM periods in October and 196 in April.	Suggests increase in use of area by pedestrians over the three AM and PM peak periods recorded.	Increase of pedestrians on all movements apart from Vinery Road West in AM.
Increase in most cycle movements shown in October (total increase of 141 over 3 day peak hours) suggests that April decreases may have been a result of survey timing before the start of the University term.	October results suggest scheme has encouraged cycling	General increase of cycles on all arms across all peaks apart from Vinery Road (West) in the AM peak, however this is only a slight decrease.
Decrease of all pollutant levels in the weekday average daily and decrease of most pollutant levels in the weekend average daily	As the monitoring data has been used undertaking 'indicative' equipment therefore the data has been used to investigate the change in concentrations rather than the absolute concentrations. Whilst the trend shows an overall improvement in pollutant levels, the quantum of reduction should be treated with caution. This is due to the short length of time (3 months) that air quality was monitored at this location, when compared to the yearly background level monitoring undertaken across CCC network.	Air Quality monitoring still ongoing as it is being undertaken over a 3 month period so no comparison available for October 2023.

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## Monitoring Results: C30 Vinery Road

### 1. Impact on Pedestrian & Cycles

- Movements 1-6 Vinery Way:** In April 2023 there is an increase of pedestrians in the AM from 186 to 240 (29%) and from 229 to 284 (24%) in PM. In October 2023 there is an increase of pedestrians in the AM from 186 to 226 (21%) and from 229 to 275 in PM. In April 2023 there is a slight decrease of cycles in the AM from 118 to 116 (1%) and a decrease from 128 to 110 (14%) in the PM. In October 2023 there is an increase in cycles from 118 to 134 (14%) in the AM and from 128 to 142 (11%) in the PM.
- Movements 9 to 14 Vinery Road South:** In April 2023 there is an increase of pedestrians in the AM from 317 to 372 (17%) and from 263 to 325 (24%) in PM. In October 2023 there is an increase of pedestrians in the AM from 317 to 358 (13%) from 263 to 315 (20%) in the PM. In April 2023 there is no change to the cycles in the AM and a minor decrease from 190 to 186 (2%) in the PM. In October 2023 there is an increase in cycles in the AM from 214 to 256 (20%) and from 190 to 240 (26%) in the PM.
- Movements 15 to 20 Vinery Road West:** In April 2023 there are decreases in pedestrians; in the AM from 150 to 122 (18%) and from 88 to 85 (3%) in the PM. In October 2023 there is a decrease in pedestrians in the AM from 150 to 124 (17%) but an increase in pedestrians from 88 to 113 (29%) in the PM. In April 2023 there is minor decrease in the number of cycles in the AM from 101 to 100 (1%) and an increase from 69 to 86 (25%) in the PM. In October 2023 there is a decrease in the number of cycles in the AM from 101 to 92 (9%) and an increase from 69 to 97 (41%) in the PM.

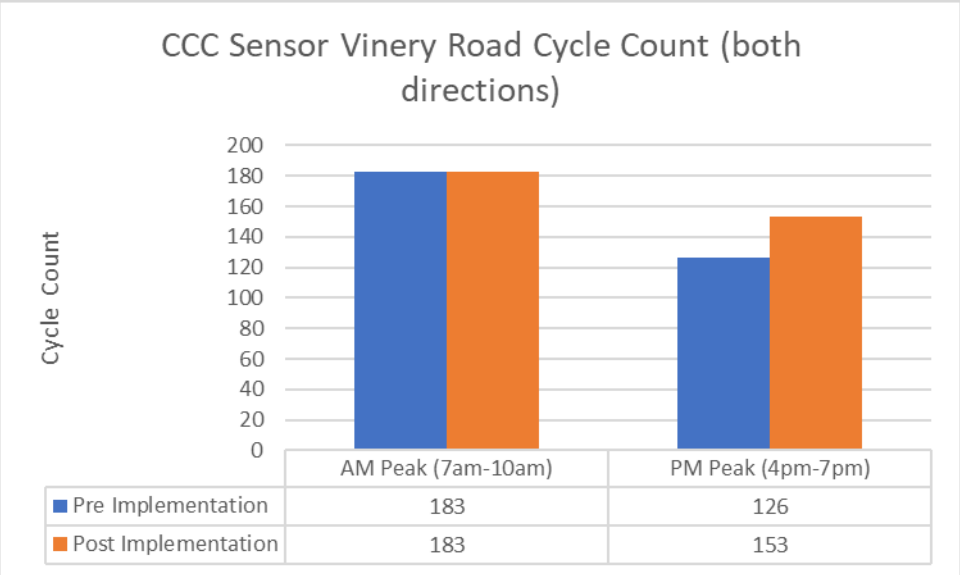
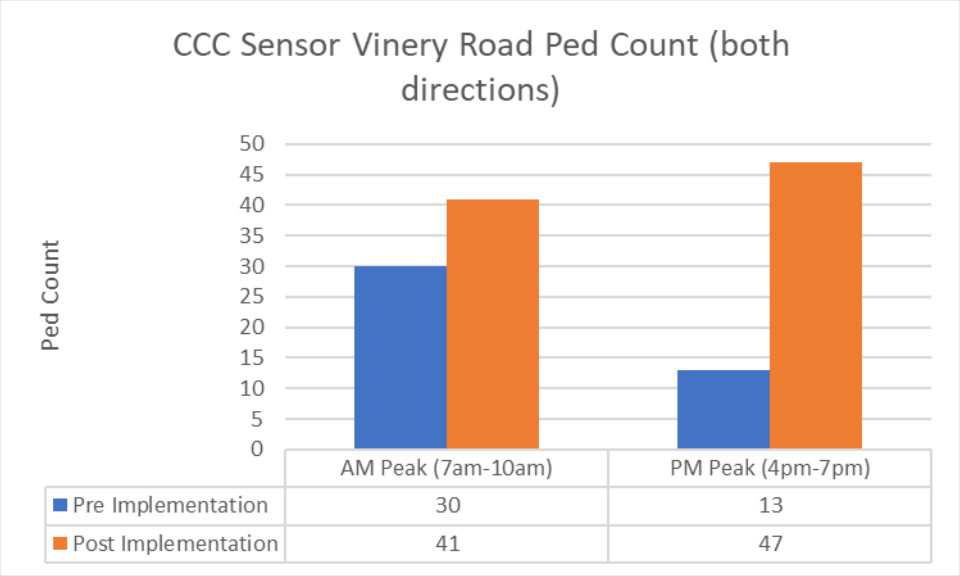


# Cambridgeshire Active Travel

## Monitoring Results: C30 Vinery Road – April 2023

### 2. Impact on Pedestrians and Cycles – CCC Sensor Check

- Pedestrians:** There is an increase in pedestrians in both the AM peaks from 30 to 41 pedestrians (37%) and from 13 to 47 pedestrians (262%) in the PM peaks.
- Cyclists:** There is no change in cyclists in the AM peak. In the PM peak there is an increase in cyclists from 126 to 153 cycles (21%)

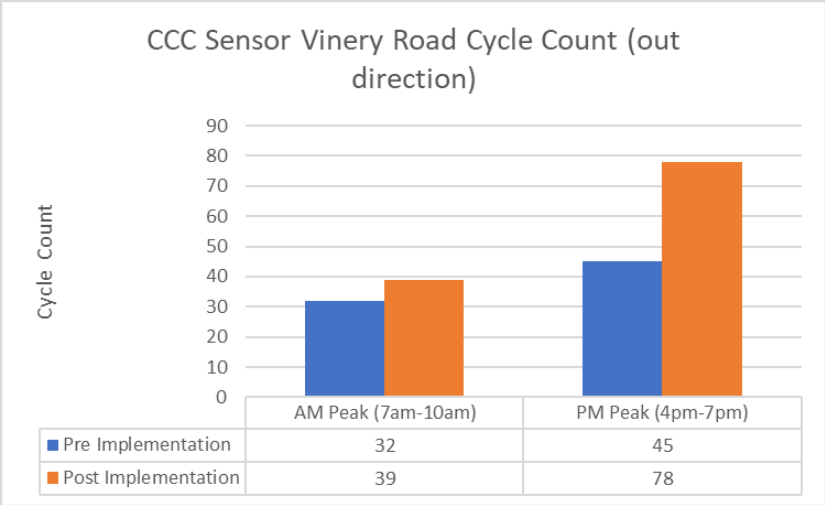
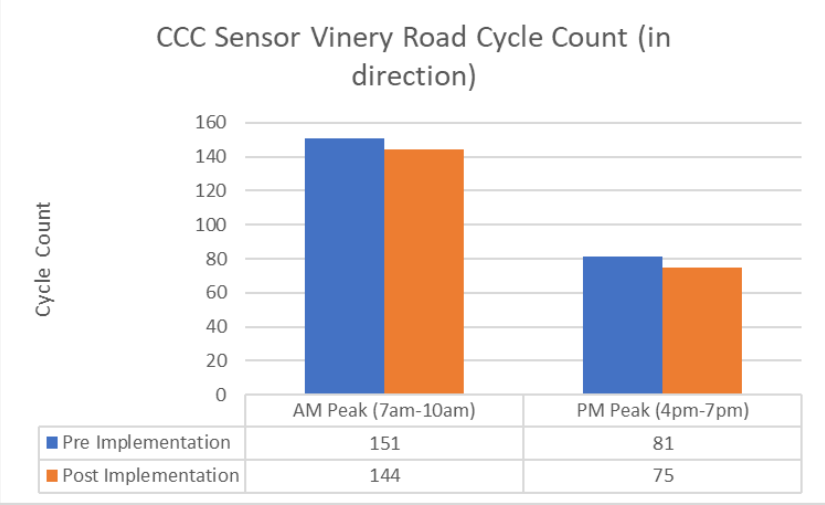
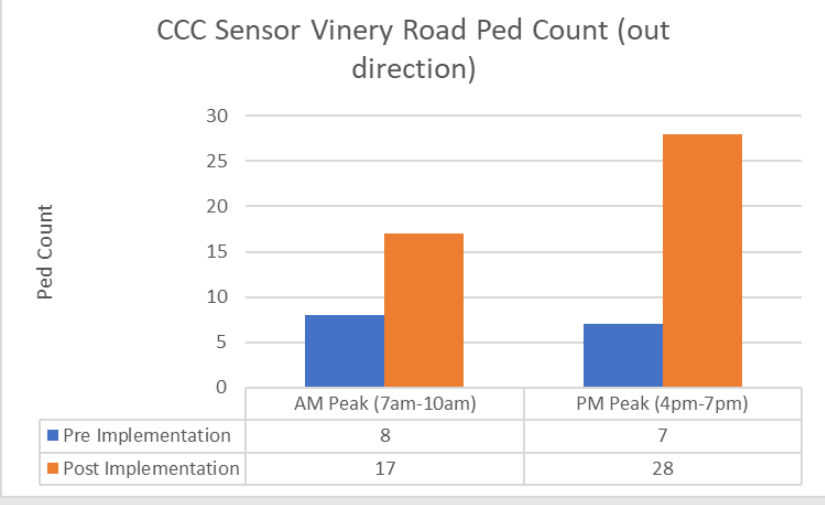
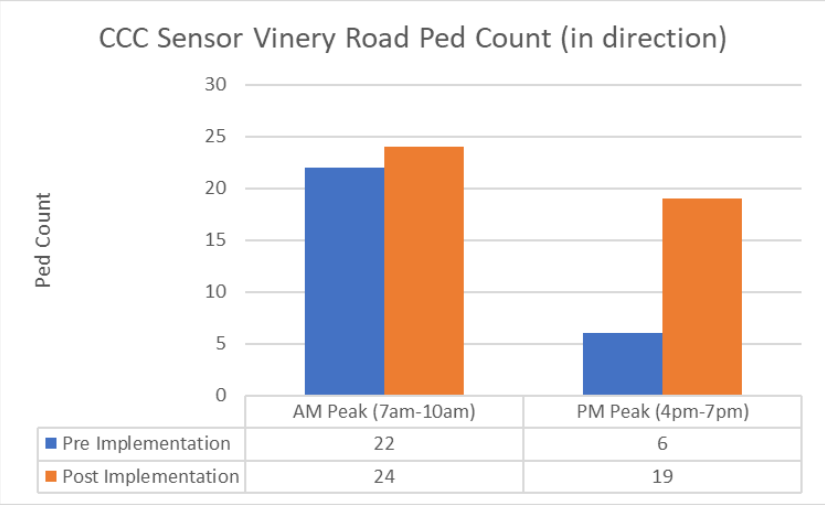


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## Monitoring Results: C30 Vinery Road – April 2023

### 2. Impact on Pedestrians and Cycles – CCC Sensor Check Cont.

- **‘In’ direction:** In the AM peak the pedestrians increase from 22 to 24 pedestrians (9%), and in the PM peak the pedestrians increase from 6 to 19 pedestrians (217%). The cyclists decrease in the AM peak from 151 to 144 cycles (5%) and from 81 to 75 cycles (7%) in PM peak..
- **‘Out’ direction:** In the AM peak the pedestrians increase from 8 to 17 pedestrians (113% ) and in the PM peak the pedestrians increase from 7 to 28 pedestrians (300%). The number of cycles increases in the AM peak from 32 to 39 cycles (22%) and from 45 to 78 cycles (73%) in PM peak.

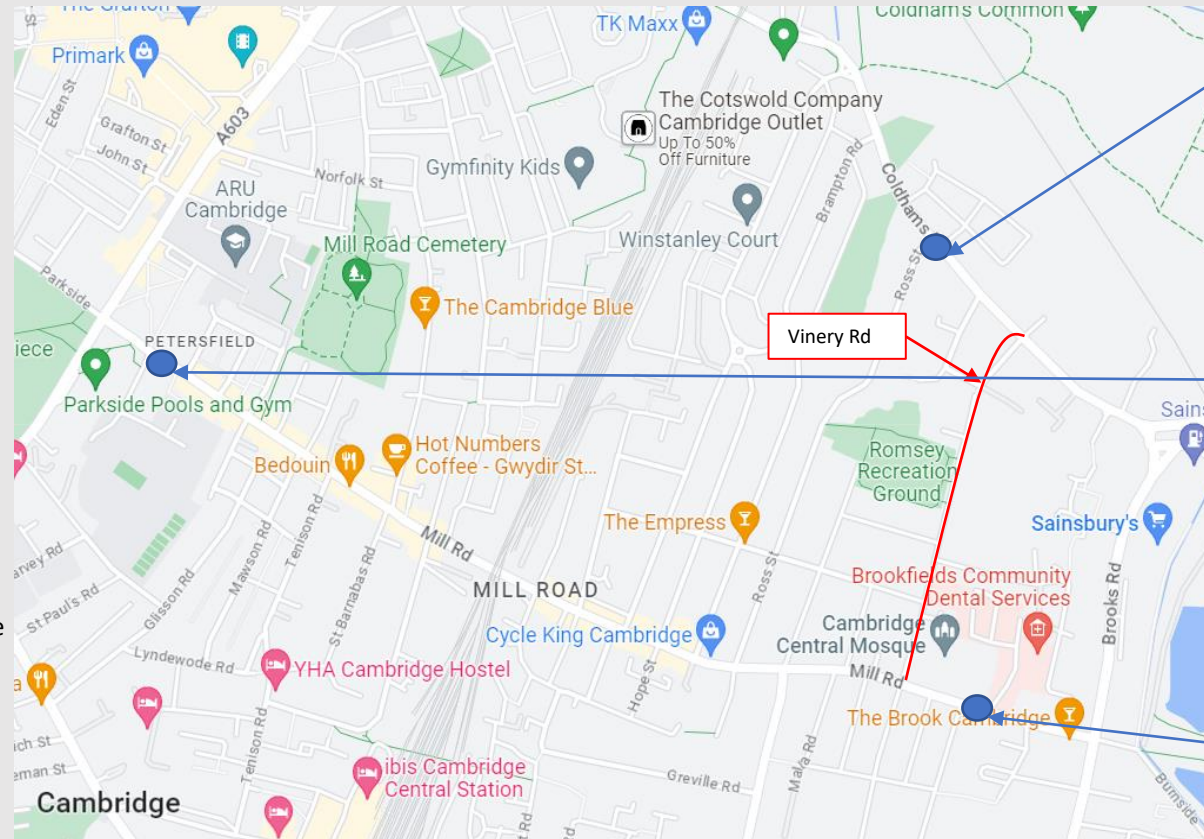


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## C30 Vinery Road: Surrounding Area CCC traffic sensor data – April 2023

### 1. Impact on Traffic

- Note that the data reported is an average for one day; the pre implementation data was taken on 26/04/2022 (Tuesday) and the post implementation data was taken on 25/04/2023 (Tuesday).
- Note that green cells in the table refers to an increase from 2022 to 2023 and red cells refer to a decrease from 2022 to 2023.
- Coldhams Lane:** In the AM peak there is an overall decrease of 1% in motorised vehicles; in the 'in' direction there is an increase of 7% and a decrease of 9% in the 'out' direction. In the PM peak there is decrease of 3% of motorised vehicles in the 'in' direction and an increase of 3% in the 'out' direction.
- Mill Road (N):** In the AM peak there is a decrease of 3% in motorised vehicles in both the 'in' and 'out' directions. In the PM peak there is decrease of 3% of motorised vehicles in the 'in' direction and an increase of 1% in the 'out' direction.
- Mill Road (S):** In the AM peak there is an overall increase of 13% of motorised vehicles; in the 'in' direction there is an increase of 5% and an increase of 21% in the 'out' direction. In the PM peak there is increase of 1% in motorised vehicles in the 'in' direction and an increase of 15% in the 'out' direction.



Coldhams Lane		diff	diff %
	Direction	motorised	motorised
AM	in	102	7%
	out	-125	-9%
	combined	-23	-1%
PM	in	-51	-3%
	out	49	3%
	combined	-2	0%

Mill Road N		diff	diff %
	Direction	motorised	motorised
AM	in	-25	-3%
	out	-22	-3%
	combined	-47	-3%
PM	in	-37	-3%
	out	9	1%
	combined	-28	-1%

Mill Road S		diff	diff %
	Direction	motorised	motorised
AM	in	34	5%
	out	138	21%
	combined	172	13%
PM	in	10	1%
	out	103	15%
	combined	113	7%



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## Monitoring Results: C30 Vinery Road – April 2023

### 3. Air Quality Data

- Air quality monitoring has been undertaken pre and post implementation:
- The data only provide a snapshot in time of approximately one months’ worth of data at each site pre and 3 months post implementation
  - The monitoring has been carried out using sensor based monitoring equipment (Zephyr) which is described as an indicative ambient monitoring device.
  - No additional local site colocation of the monitor equipment has been undertaken with a reference method monitor within Cambridge
  - As the monitoring data has been used undertaking ‘indicative’ equipment therefore the data has been used to investigate the change in concentrations rather than the absolute concentrations
  - The pollutant levels recorded relate to: NO2 – Nitrogen Dioxide, PM2.5 – Particulate Matter with a diameter of less than 2.5 microns, PM10 – Particulate Matter with a diameter of less than 10 microns.
  - Note that pre implementation is the daily average of a month, whereas post implementation is the daily average of 3 months of data.
  - There is a decrease in all pollutant levels on weekdays and weekends

