Cambridgeshire Active Travel

Monitoring for Coton/Madingley

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

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Monitoring Results: C02 Coton Junction & Cambridge Road

Overall Comments

Key observations from survey data	Designer's comments	Changes in October
Cambridge Road North: Significant decrease in the number of motorised vehicles travelling south towards A1303 Madingley Road	Whilst this is expected, it should be zero if all motorised road vehicles complied with no entry signs. This highlights level of non-compliance associated with the no-entry signs on Cambridge Road North during AM & PM peaks. 9 vehicles recorded on average going against the No entry points during AM peak	Further decreases in October; 3 vehicles recorded on average going against no entry points during AM peak
Cambridge Road North: Reduction in vehicle speed travelling south towards A1303 Madingley Road.	Expected since post implementation only cycles are permitted to travel towards Madingley road on Cambridge Road North.	
Cambridge Road North: Slight reduction number of motorised vehicles travelling north in AM peak, but consistent in PM peak	Not considered to be related to the scheme and therefore within general variance of traffic flows.	Slight reduction number of motorised vehicles travelling north in AM peak, but increase in PM peak
Cambridge Road North: Increase in speed travelling north from Madingley.	Speeds are still under new speed limit of 40mph. The post-implementation survey was undertaken at the one way location, whereas the baseline survey was undertaken immediately downstream of the junction. Given the 200m difference in location, this is likely to be the reason for the recorded increase in speed captured.	Speeds slightly lower in October 2023 than April 2023 across all peaks
Cambridge Road North: Increase in cycle use in both directions, but most notably in northbound direction (travelling away from Madingley Road)	Data suggests that scheme has encouraged cycling. The southbound direction has only increased marginally so within general variance. But noticeable change in northbound direction. Possibly due to increased confidence, and overall reduction in traffic flows, therefore close passing, along the road that the one way has introduced.	Similar figures to April
Cambridge Road South: Slight increase in AM peak traffic.	Not considered to be related to radius tightening and therefore within general variance	Greater increase in AM peak traffic
Cambridge Road South: Slight reduction in number of cyclists recorded.	Not considered to be related to radius tightening and therefore within general variance of cycle numbers.	Cycles lower in October 2023 than April 2023
Cambridge Road South: Slight reductions in speed	Expected since turning radii on this arm have been decreased to provide reduced speed on turn in and therefore benefit to pedestrian crossing point.	

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Monitoring Results: C02 Coton Junction & Cambridge Road

1. Impact on Traffic

Note that the analysis is relating to the northern arm of the junction between Cambridge Road and Madingley Road

- **Direction towards Madingley Road:** In April 2023 there is a significant decrease of motorised vehicles from 345 to 9 vehicles (97%) and from 300 to 2 vehicles (99%) in the AM and PM. In October 2023 there is a significant decrease of motorised vehicles from 345 to 3 vehicles (99%) and from 300 to 1 vehicle (99.7%) in the AM and PM. This is expected due to the restricted access post implementation on Cambridge Road North heading towards Madingley Road. In this direction there are slight changes to the cycles; in April 2023 there is no change in the AM and peak there is an increase from 5 cycles to 8 cycles (60%) in the PM. In October 2023 there is a decrease of 1 cycle from 15 to 14 cycles in the AM peak and there is an increase from 5 cycles to 8 cycles (60%) in the PM peak.

- **Direction from Madingley Road:** In April 2023 there is a decrease from 129 to 103 vehicles (20%) in the AM peak and there is an increase of 1 vehicle (1%) in the PM peak. In October 2023 there is a decrease of 5% (from 129 to 122 vehicles) n the AM peak and there is an increase of 29% (from 308 to 397 vehicles) in the PM peak . In April 2023 there is an increase from 0 to 7 cycles in the AM peak and there is an increase from 1 to 13 cycles in the PM peak. In October 2023 there is an increase from 0 to 6 cycles in the AM peak and there is an increase from 1 to 15 cycles in the PM peak.

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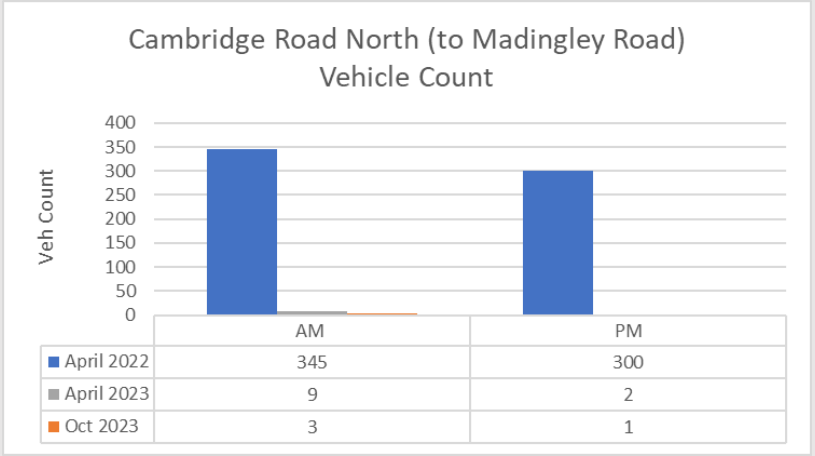

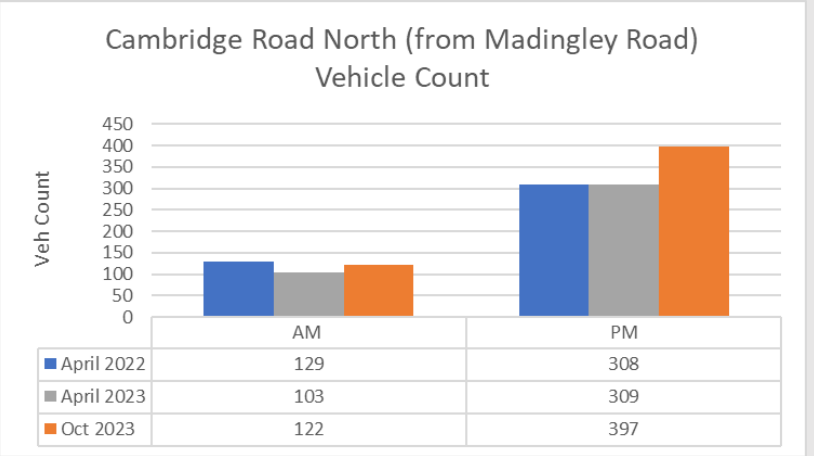

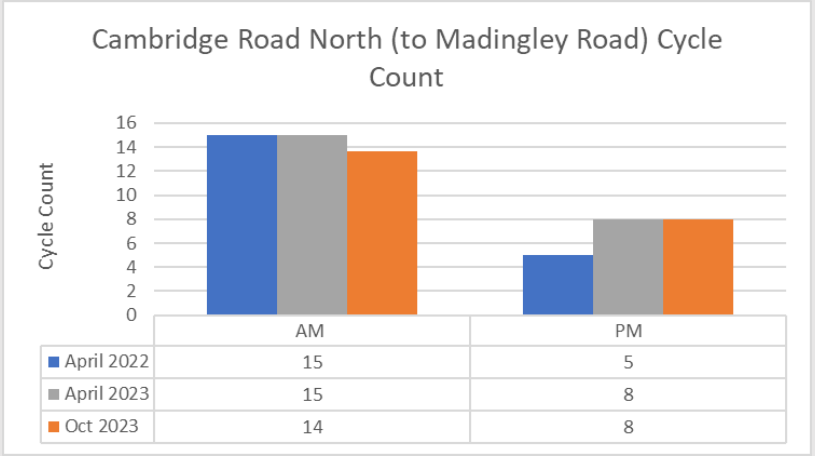

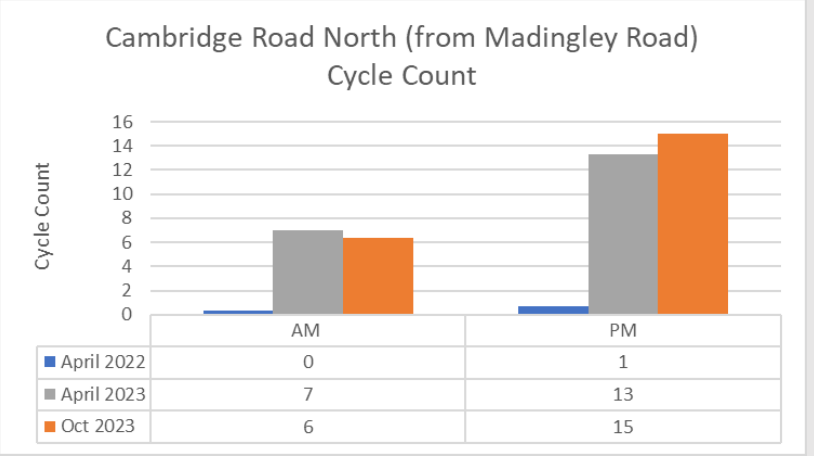

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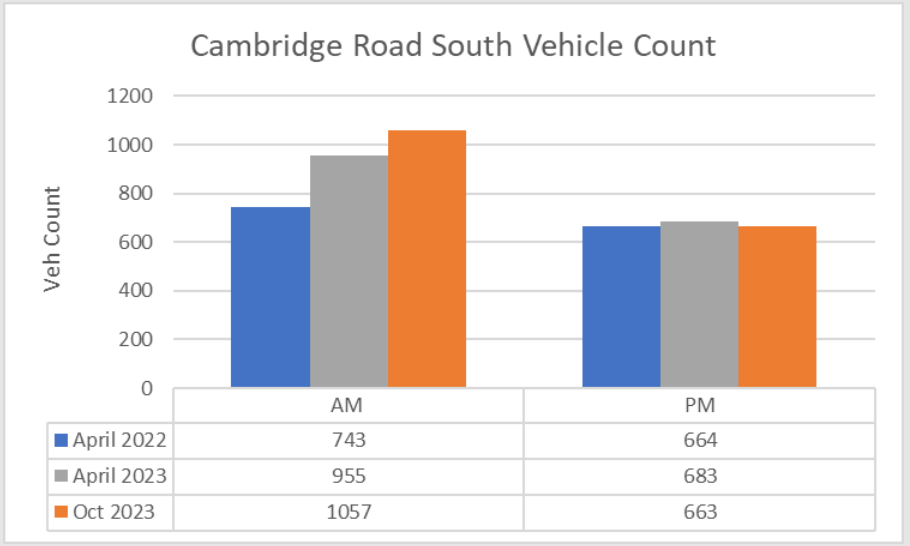
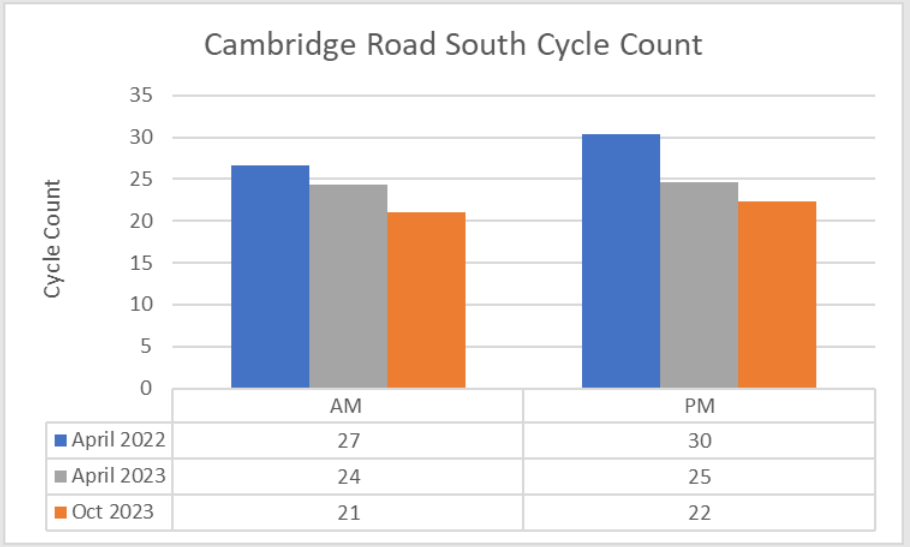
Monitoring Results: C02 Coton Junction & Cambridge Road

1. Impact on Traffic (continued)

Note that the analysis is relating to the southern arm of the junction between Cambridge Road and Madingley Road, heading to Coton.

- **Cambridge Road (South of Madingley Rd junction) – two-way movements:**
- In April 2023 there is an increase in vehicles from 743 to 955 vehicles (29%) in the AM and an increase from 664 to 683 vehicles (3%) in the PM.
- In October 2023 there is an increase in vehicles from 743 to 1057 vehicles (42%) in the AM and in the PM there is a decrease of 1 vehicle from 664 to 663 vehicles.
- In April 2023 there is a slight decrease in the number of cycles in the AM from 27 to 24 cycles (9%) and from 30 to 25 cycles (19%) in the PM.
- In October 2023 there is a decrease in the number of cycles in the AM from 27 to 21 cycles (21%) and from 30 to 22 cycles (26%) in the PM.





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Monitoring Results: C02 Coton Junction & Cambridge Road

2. Impact on Vehicle Speeds

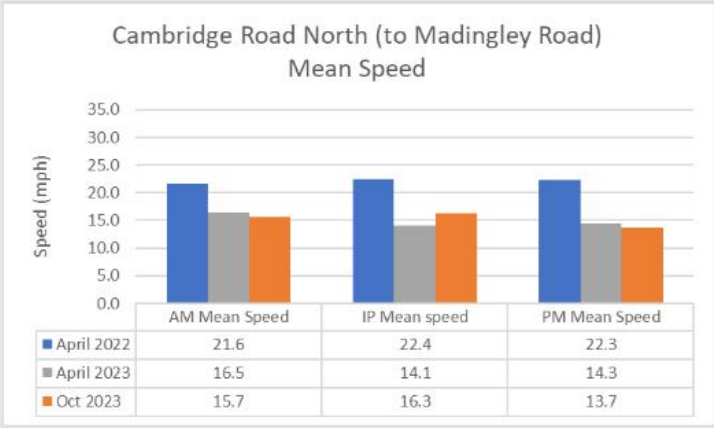
- **Note that the analysis is relating to the junction between Cambridge Road and Madingley Road**

- **Cambridge Road North (towards Madingley Road):** In April 2023 the AM the mean speed decreases by 23%, the interpeak decreases by 37% and the PM decreases by 36%. These correspond to decreases of 5.1mph, 8.3mph and 8.0mph respectively. In October 2023 the mean speed decreases by 27% in the AM, by 27% in he interpeak and by 39% in the PM. These correspond to decreases of 5.9mph, 6.1mph and 8.6mph respectively. This is expected since post implementation only cycles are permitted to travel towards Madingley road on Cambridge Road North.

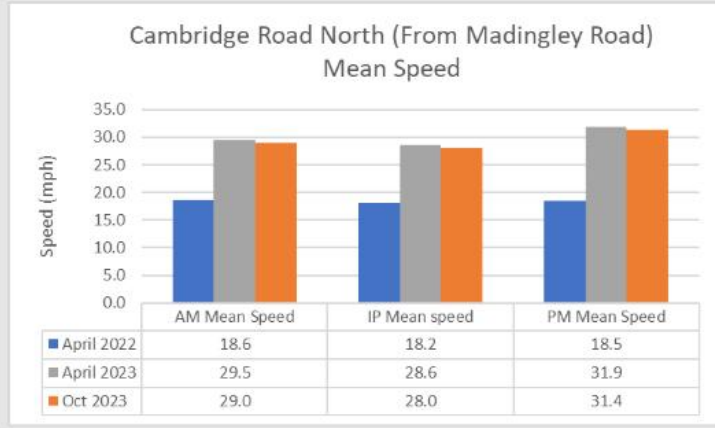
- **Cambridge Road North (from Madingley Road):** The mean speed increases considerably across all peaks. In April 2023 the mean speed increases by 59% in the AM, 57% in the interpeak, 73% in the PM. These correspond to increases of 11.0mph, 10.3mph and 13.4mph respectively. In October 2023 the mean speed increases by 56% in the AM, 54% in the interpeak, 70% in the PM. These correspond to increases of 10.4mph, 9.8mph and 12.9mph respectively. Note that these increased speeds are below the new speed limit of 40mph. **[In addition, note that the baseline survey was captured at approx. 30m downstream of the junction, compared to approx. 250m downstream in the post-implementation survey]**

- **Cambridge Road South (towards Madingley Road):** The mean speed decreases across all peaks. In April 2023 the mean speed decreases by 9% in the AM, by 10% in interpeak and by 15% in the PM. These correspond to decreases of 2.1mph, 2.2mph and 3.1mph respectively. In October 2023 the mean speed decreases by 6% in the AM, by 3% in the interpeak, by 12% in the PM. These correspond to decreases of 1.4mph, 0.6mph and 2.5mph respectively.

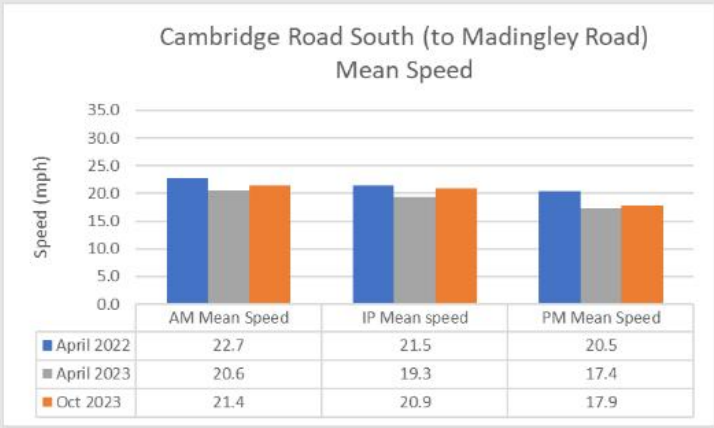
- **Cambridge Road South (from Madingley Road):** The mean speed slightly decreases across all peaks. In April 2023 the mean speed decreases by 3% in both the AM and interpeak and by 5% in PM. These correspond to decreases of 0.7mph, 0.8mph and 1.2mph respectively. In October 2023 the mean speed decreases by 2% in the AM, by 5% in the interpeak and by 6% in the PM. These correspond to decreases of 0.5mph, 1.0mph and 1.3mph respectively.



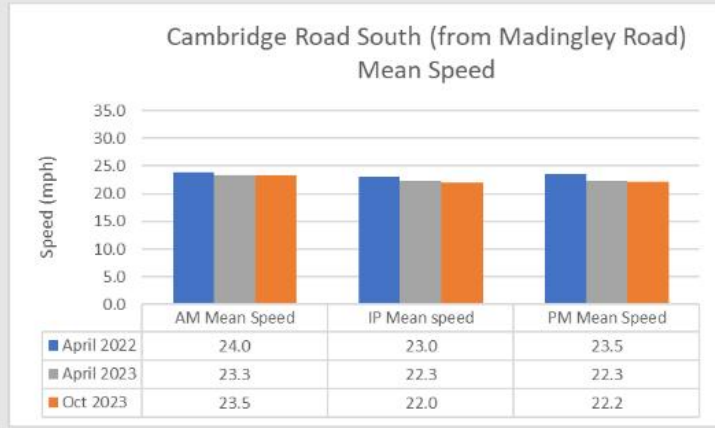
	AM Mean Speed	IP Mean speed	PM Mean Speed
April 2022	21.6	22.4	22.3
April 2023	16.5	14.1	14.3
Oct 2023	15.7	16.3	13.7



	AM Mean Speed	IP Mean speed	PM Mean Speed
April 2022	18.6	18.2	18.5
April 2023	29.5	28.6	31.9
Oct 2023	29.0	28.0	31.4



	AM Mean Speed	IP Mean speed	PM Mean Speed
April 2022	22.7	21.5	20.5
April 2023	20.6	19.3	17.4
Oct 2023	21.4	20.9	17.9



	AM Mean Speed	IP Mean speed	PM Mean Speed
April 2022	24.0	23.0	23.5
April 2023	23.3	22.3	22.3
Oct 2023	23.5	22.0	22.2

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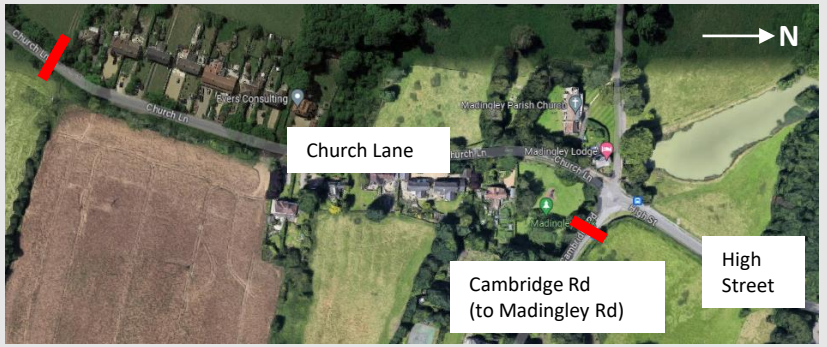
Monitoring Results: C02 Church Lane monitoring

Overall Comments



Key observations from survey data	Designer's comments	Changes in October
Amount of traffic using Church Lane in AM peak has more than doubled. A smaller increase also observed during PM peak.	Significant increase of traffic using Church lane travelling southbound in AM and smaller increase in PM. Believed to be due to closure of Cambridge Road to traffic wanting to travel to Madingley road and using Church Lane instead	April 2023 experiences greater increase in AM peak and October 2023 experiences a slightly higher increase in PM peak.
Increase in amount of traffic using Cambridge Road to travel northbound	Unclear for reason on this, but possibly due to ease of use due to reduction in oncoming traffic volumes.	Increase in amount of traffic using Cambridge road to travel northbound but April 2023 experiences a greater increase.
April 2023 experiences greater increases in cycles than October 2023 on Cambridge Rd north but unclear as to the reason for this.	Appears to reflect increase in appeal of route for use by cyclists	Cycle counts on Cambridge Road have increased in AM peak travelling towards town (eastbound) and PM peak (travelling away from town) compared to 2022 but marginal gains
Small overall decrease in cycle count on Church Lane	April survey shows variable levels of cycling compared to pre-installation	Slight overall decrease in cycle count on Church Lane

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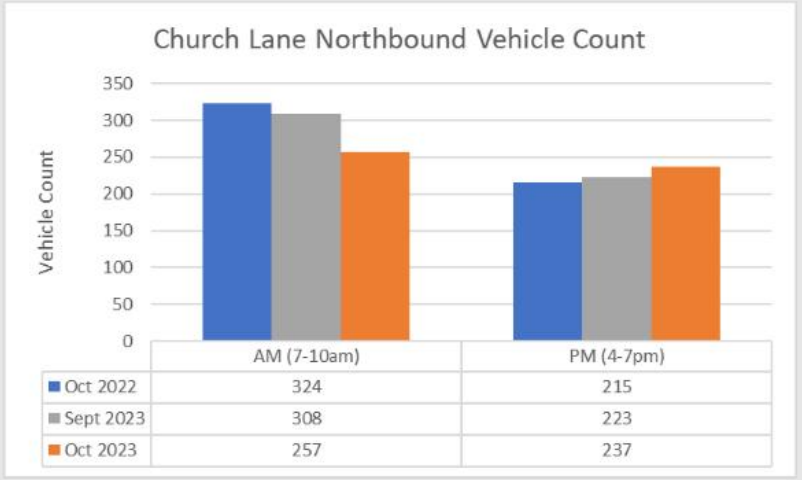
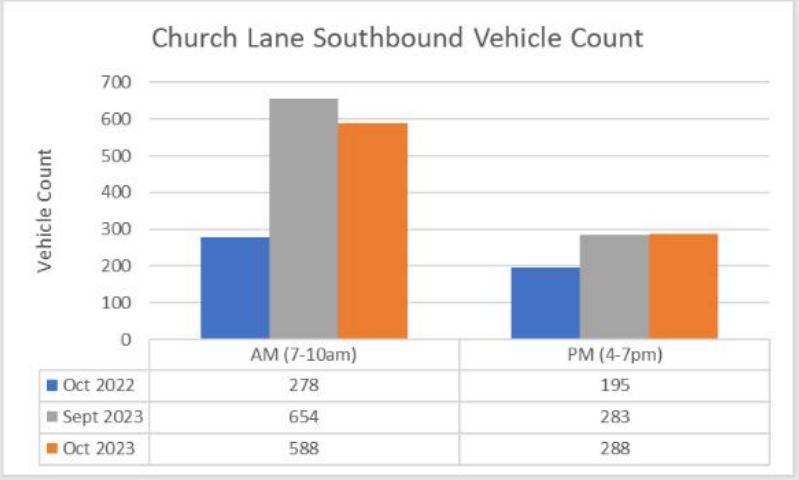
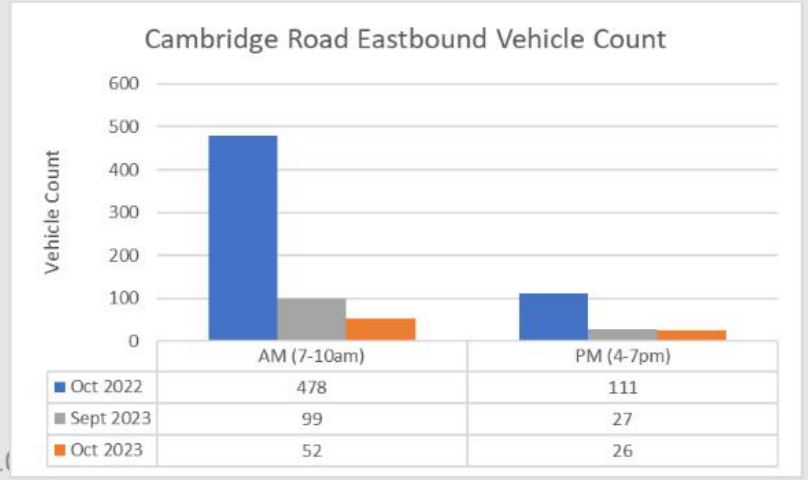
Monitoring Results: C02 Church Lane monitoring

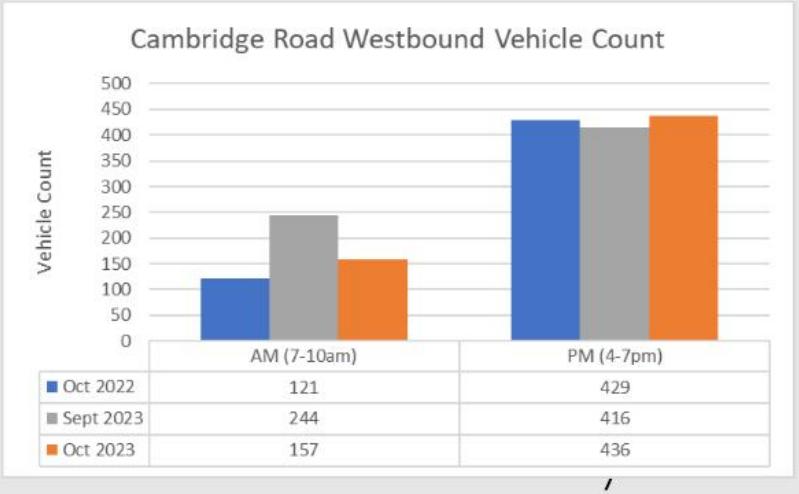
3. Impact on Traffic

- The data presented is an average of 3 days.
- **Church Lane (Northbound):** In September 2023 there is a decrease of vehicles from 324 to 308 vehicles (5%) in the AM peak and there is an increase in vehicles from 215 to 223 vehicles (4%) in the PM peak. In October 2023 there is a decrease of vehicles from 324 to 257 vehicles (21%) in the AM peak and there is an increase in vehicles from 215 to 237 vehicles (10%) in the PM peak .
- **Church Lane (Southbound):** In September 2023 there is an increase in vehicles from 278 to 654 vehicles (135%) in the AM peak and there is an increase from 195 to 283 vehicles (45%) in the PM peak. In October 2023 there is an increase in vehicles from 278 to 588 vehicles (111%) in the AM peak and there is an increase from 195 to 288 vehicles (48%) in the PM peak.
- **Cambridge Road (Eastbound):** In September 2023 there is a decrease from 478 to 99 vehicles (79%) in the AM peak and there is a decrease from 111 to 27 vehicles (75%) in the PM peak. In October 2023 there is a decrease from 478 to 52 vehicles (89%) in the AM peak and there is a decrease from 111 to 26 vehicles (75%) in the PM peak.
- **Cambridge Road (Westbound):** In September 2023 there is an increase from 121 to 244 vehicles (102%) in the AM peak and there is a decrease from 429 to 416 vehicles (3%) in the PM peak. In October 2023 there is an increase from 121 to 157 vehicles (30%) in the AM peak and there is an increase from 429 to 436 vehicles (2%) in the PM peak.









Cambridgeshire Active Travel

Monitoring Results: C02 Church Lane monitoring

4. Impact on Cycles

- The data presented is an average of 3 days.
- **Church Lane (Northbound):** In September 2023 there is a minor increase in cycles from 3 to 5 cycles (66%) in the AM peak and there is a slight decrease in cycles from 6 to 4 cycles (32%) in the PM peak. In October 2023 there is no change in the AM peak and there is a minor decrease of 1 cycle from 6 to 5 cycles in the PM.
- **Church Lane (Southbound):** In September 2023 there is a minor decrease of 1 cycle from 5 to 4 cycles in the AM peak and there is an increase in cycles from 6 to 10 cycles (58%) in the PM peak. In October 2023 there is a minor decrease from 5 to 3 cycles (40%) in the AM peak and there is a minor decrease of 1 cycle from 6 to 5 cycles in the PM peak.
- **Cambridge Road (Eastbound):** In September 2023 there is an increase in cycles from 12 to 18 cycles (47%) in the AM peak and an increase in cycles from 11 to 13 cycles (18%) in the PM peak. In October 2023 there is an increase in cycles from 12 to 16 cycles (36%) in the AM peak and there is a decrease from 11 to 8 cycles (38%) in the PM peak.
- **Cambridge Road (Westbound):** In September 2023 there is an increase in cycles from 6 to 13 cycles (111%) in the AM peak and there is an increase in cycles from 13 to 22 cycles (72%) in the PM peak. In October 2023 there is no change in the AM peak and an increase of 1 cycle from 13 to 14 cycles in the PM peak.