

Cambridgeshire Active Travel

Monitoring on East Road

- This document presents the key summary of the traffic monitoring results
- Surveys undertaken in w/c 25th April 2022 for majority of schemes
- 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 scheme

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Overall Comments

Key observations from survey data	Designer's comments	Changes in October data
There is generally a moderate increase in queuing on most lanes in both peaks	Expected due to decreased capacity from flare and implementation of cycle lane. However, noted that the maximum queue recorded was less than 100m which is shorter than the next downstream junction (Wellington Street), approx. 130m downstream.	There is a notable increase in queues on Wednesday PM in October 2023, particularly from 16:30 to 18:15 but it is unclear why. However, max queue length remains less than distance back to next signal junction at St Matthews street
October figures indicate an increase in pedestrians and cyclists whilst the April figures indicate a decrease but this may be due to both the timing of the April survey being a week early, outside of the University term time, and also issues with the data collection.	Also, the validity of the data cannot be verified as the data suggested unusual misuse of footway/cycle track space (e.g. pedestrians are recorded misusing the SB cycle lane post-implementation of the scheme, the cycle lane is on the carriageway and adjacent to the on-footway cycle track, therefore misuse by pedestrians is not expected)	There was an issue with the data recorded and so the video files were used to estimate numbers for the am period which appear to show an increase in people cycling but the video footage was not available for all of the pm peak period so no figure is shown.

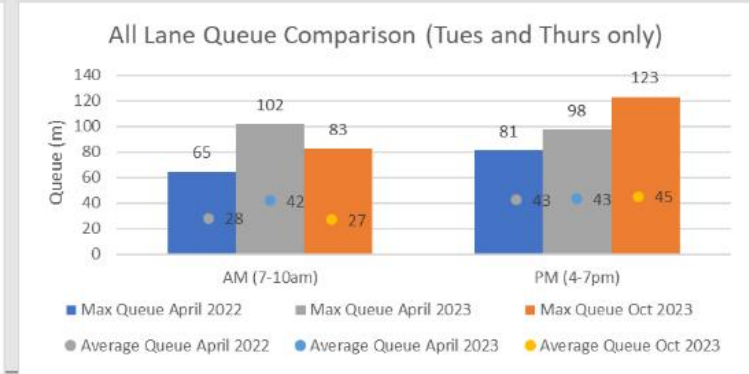
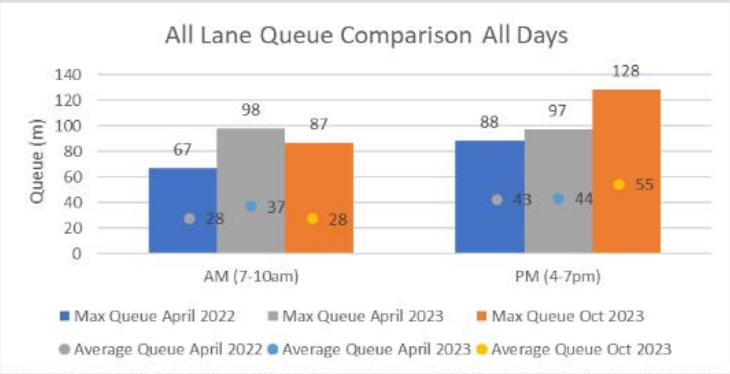
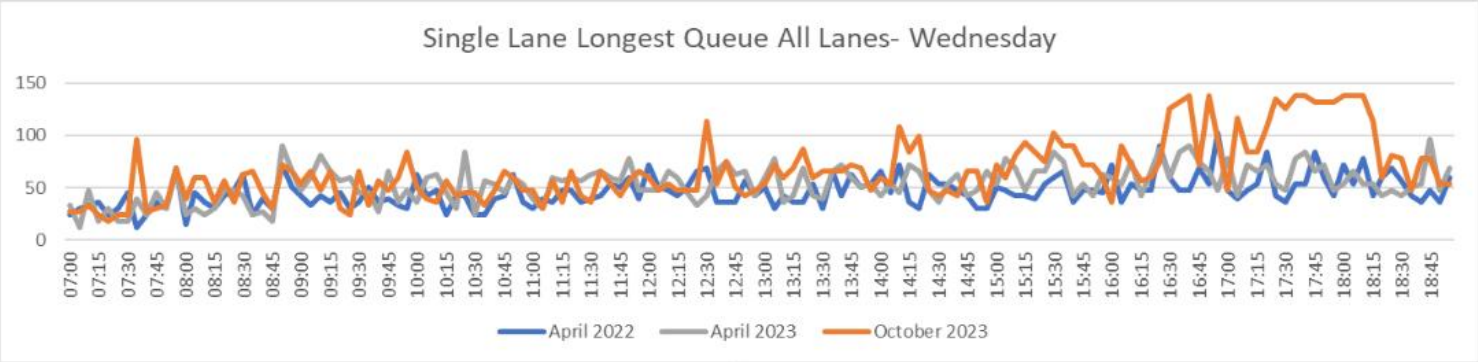
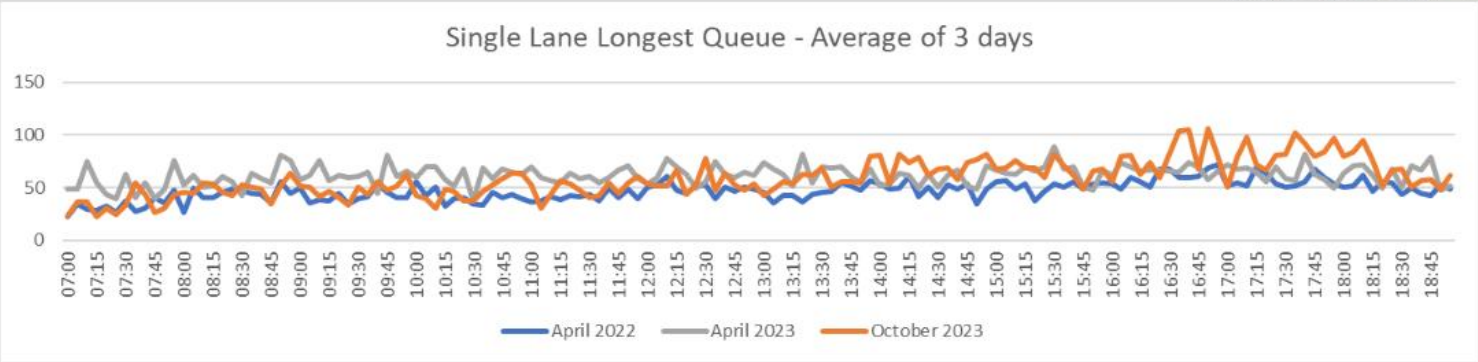
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1. Impact on Traffic - Queues

- In April 2022 the average queue is approximately 5 cars in the AM peak and 7 cars in the PM peak. In April 2023 the average queue is approximately 6 cars in the AM peak and 8 cars in the PM peak. In October 2023 the average queue is approximately 5 cars in the AM peak and 9 cars in the PM peak.
- Note that in October 2023 on Wednesday in the PM there is a notable increase in queues, and they reach the downstream junction, particularly from 16:30 to 18:15. Note that this affects the average queue reported across all 3 days. The average queue in the PM, excluding the Wednesday data is 45m (which is approximately 8 cars).



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2. Impact on Pedestrian & Cycles

- Northbound::** Initially there appeared to be a decrease in cycle movements in October but upon further investigation of the video files, there are more cycles travelling in the northbound direction than what was recorded. From the video footage reviewed, an additional 75 cycles were observed in the October AM counts. There is potential that similar error was made on the October PM and April 2023 counts, but the video footage is not available to review.
- Southbound:** In October 2023 there is a minor increase of cycles from 25 to 34 cycles (36%) in the AM and from 25 to 32 cycles (26%) in PM. In October 2023 there is an increase in the number of pedestrians in the AM from 84 to 177 peds (111%) and an increase from 89 to 114 peds (29%) in the PM. In April 2023, there are no changes to pedestrians in the AM and an increase from 89 to 114 peds (7%) in the PM.. In April 2023 there is a minor decrease of cycles from 25 to 23 cycles (11%) in the AM and there are no changes to the cycles in PM. Worth noting that the southbound direction is only counted on the west side of East road where the monitoring was undertaken. No counts for southbound cycle or ped movements were undertaken on the east side of East Road as the changes to East road on that side were minimal.

