

Cambridgeshire Active Travel

Monitoring for Trumpington St/Fen Causeway/Lensfield Rd junction

- 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
- Review of CCC Vix bus journey time data
- Other monitoring measures include:
- Road safety Reviews post installation to identify any safety-related elements

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Monitoring Results: C19 Trumpington Minis

Overall Comments

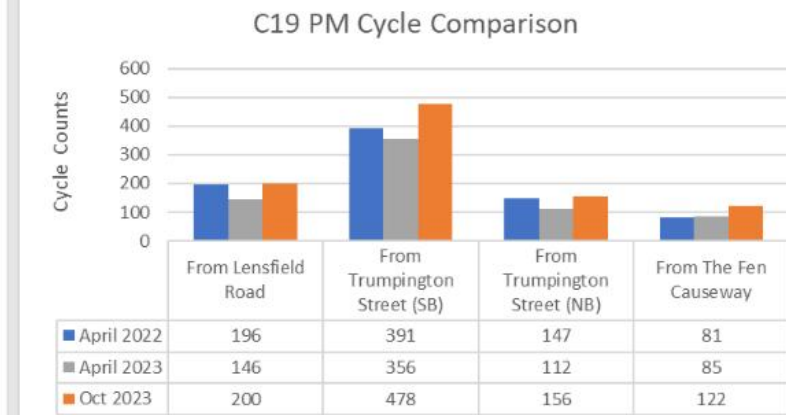
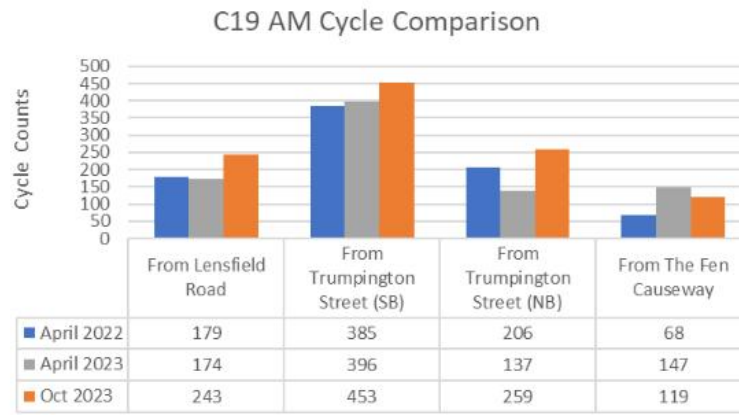
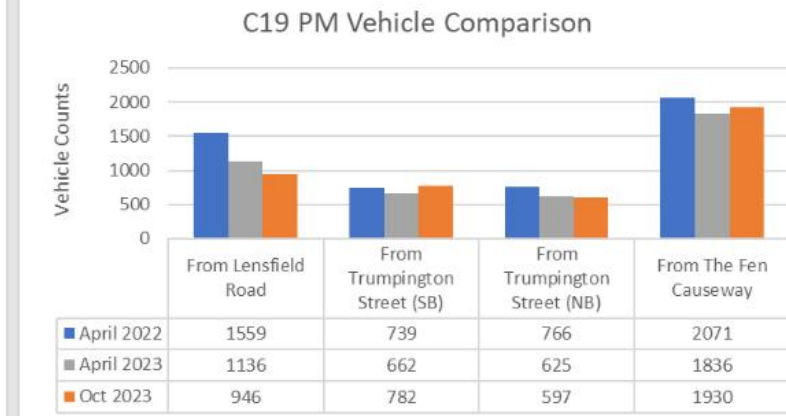
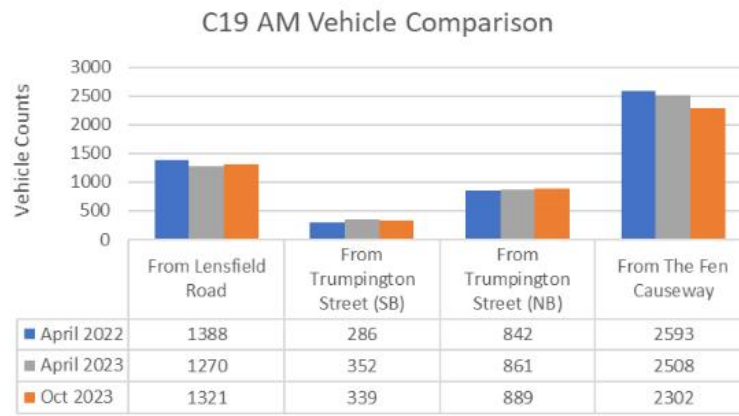
Key observations from April survey data	Designer's comments (for April)	Changes in October data
<p>Notable increase in queue on Trumpington SB, especially between 15:45 and 17:45 and then reduced back to similar level as existing</p> <p>Decrease in maximum and average queues on Trumpington NB</p>	<p>Expected increase in queue as lanes reduced from three to one. However, the impact didn't persist across the whole day. Noted that Trumpington SB has the lowest flow at this junction</p> <p>Due to missing data (only offside lane is available), it is difficult to make conclusions</p>	<p>Notable increase in queue on Trumpington SB, especially between 14:00 and 17:15</p> <p>Increase in maximum queues on Trumpington NB, particularly between 14:00 and 18:30. Increase in average queues on Trumpington NB</p>
<p>Increase in maximum queue on Lensfield Road, particularly between 07:45 and 08:30, and between 15:15 and 18:15. Increase in average queues on Lensfield Road.</p>	<p>Expected increase in queue as lanes reduced from two to one. However, the impact didn't persist across the whole day. The increase between 07:45 – 08:30 only appeared on Wednesday, this might imply that it was occasional. The increase between 15:15 – 18:15 is consistent and therefore more likely to be associated with the scheme.</p>	<p>Greater increase in maximum queue on Lensfield Road, particularly between 07:45 and 08:15, and between 14:00 and 18:30. Greater increase in average queues on Lensfield Road.</p>
<p>Slight increase in queue on Fen Causeway in the AM peak and reduction in queue in PM peak. In AM peak it reaches the pedestrian crossing, however so does the queue in pre implementation.</p>	<p>Video files inconclusive</p>	<p>Maximum queues on Fen Causeway decrease in the AM and PM but the average queues increase</p>
<p>Increase of pedestrians and cyclists at Lensfield Road and Trumpington Street SB crossings. Decreases in some cycle movements.</p>	<p>The data implies that the new crossing facilitates are being utilised by both pedestrians and cyclists but no corresponding increase in cycle levels generally.</p>	<p>Greater increases in peds and cyclists using crossings in October 2023. Increase in cycle levels around the junction.</p>
<p>General decreases in flows seen on some approaches, particularly during the PM peak</p>	<p>These match the increases in queues, possibly due to reduced capacity or motorists choosing an alternative route</p>	<p>Greater decrease in flows in October 2023, particularly during the PM peak (eg Lensfield Road decreases in vehicles from 1559 to 946).</p>

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Monitoring Results: C19 Trumpington Minis

1. Impact on Traffic – OD/MCC

- **The flows reported are an average of 3 days.**
- **Lensfield Rd:** There is a decrease in vehicles in the AM from 1388 to 1270 in April 2023 (8%) and 1321 in October 2023 (5%). In the PM there is a decrease from 1559 to 1136 in April 2023 (27%) and 946 in October 2023 (39%). Whilst there are reductions in cycles in April 2023 in both the AM from 179 to 174 (3%) and 146 in the PM (26%), there are increases in October 2023 from 179 to 243 (36%) in AM and from 196 to 200 in PM (2%).
- **Trumpington St S/bound:** In April 2023 there is an increase in number of vehicles from 286 to 352 in the AM (23%) however there is a decrease in PM from 739 to 662 (10%). There are increases in October 2023 in both the AM from 286 to 339 (19%) and the PM to 782 (6%). In April 2023 there is a slight increase of cycles from 285 to 296 in AM (3%) and decrease in cycles from 291 to 356 in the PM (9%). In October 2023 there is an increase in the AM from 285 to 453 (18%) and from 391 to 498 in the PM (22%).
- **Trumpington St N/bound:** In April 2023 there is a decrease of vehicles in the PM from 766 to 625 (18%) but a slight increase in the AM from 842 to 861 (2%). In October 2023 there is a greater decrease in the PM from 766 to 597 (22%) and a greater increase in the AM from 842 to 889 (6%). In April 2023 there is a decrease of cycles from 206 to 137 in AM (33%) and from 147 to 112 in PM (24%). In October 2023 there is an increase in cycles from 206 to 259 in the AM (26%) and from 147 to 156 in the PM (6%). [Note that Trumpington Street NB to Fen Causeway movement was missing in the Tuesday and Thursday data and so this movement has been removed from the analysis in all data sets]
- **Fen Causeway:** In April 2023 there is a reduction in vehicles in both AM from 2593 to 2508 (3%) and from 2071 to 1836 in the PM (11%). In October 2023 there is a decrease in vehicles from 2593 to 2302 in AM (11%) and from 2071 to 1930 in the PM (7%). In April 2023 there is a significant increase in cycles from 68 to 147 in AM (117%) and from 81 to 85 in the PM (5%). In October 2023 there is an increase in cycles from 68 to 119 in the AM (76%) and from 81 to 122 in the PM (51%)

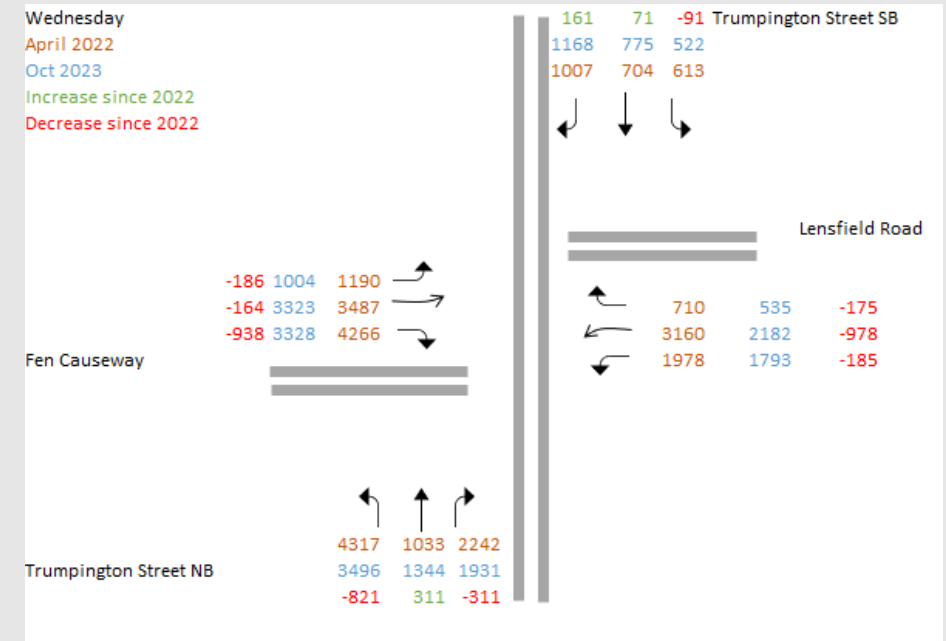
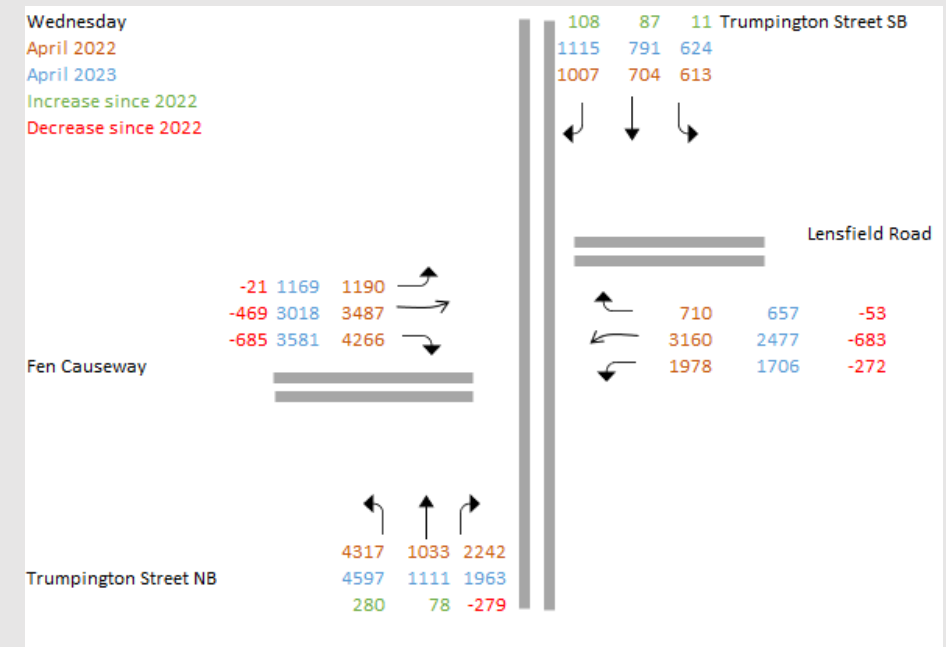


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Monitoring Results: C19 Trumpington Minis

1. Impact on Traffic – OD/MCC

- The flows reported are the total flows through the junction . Since the movement from Trumpington Street NB to Fen Causeway is missing on the Tuesday and Thursday in the April data, we only compare the Wednesday data.
- **Lensfield Rd:** There is a reduction of vehicles in both April 2023 and Oct 2023. There is a greater decrease in October 2023, in particular the movement to Fen Causeway. This experiences a decrease of -683 vehicles to a total of 2477 (22%) in April 2023 and a decrease of -978 to total of 2182 (31%) in October 2023.
- **Trumpington St S/bound:** The movement to Lensfield Road experiences a small increase of 11 vehicles in April 2023 (2%) but in October 2023 experiences a decrease of -91 vehicles (15%). The movement to Fen Causeway increases by 108 vehicles (11%) in April 2023 and by 161 vehicles (16%) in October 2023.
- **Trumpington St N/bound:** The movement to Fen Causeway increases by 280 vehicles (6%) in April 2023 but decreases by -821 vehicles (19%) in October 2023. The movement to Trumpington street SB increases by 78 vehicles (8%) in April 2023 and increases by 811 vehicles (30%) in October 2023.
- **Fen Causeway:** The movement to Trumpington Street NB decreases by -685 vehicles (16%) in April 2022 and decreases by 938 vehicles (22%) in October 2023. The movement to Lensfield Road decreases by -469 vehicles (13%) in April 2023 and by -164 vehicles (5%) in October 2023.
- The total flow through the junction during a 12 hour period is 24,707 in April 2022. The total flows through the junction is 22,809 in April 2023 and 21,401 in Oct 2023. In April 2023 this is a decrease of 1,898 vehicles (8%) and in October 2023 this is a decrease of 3,306 vehicles (14%).

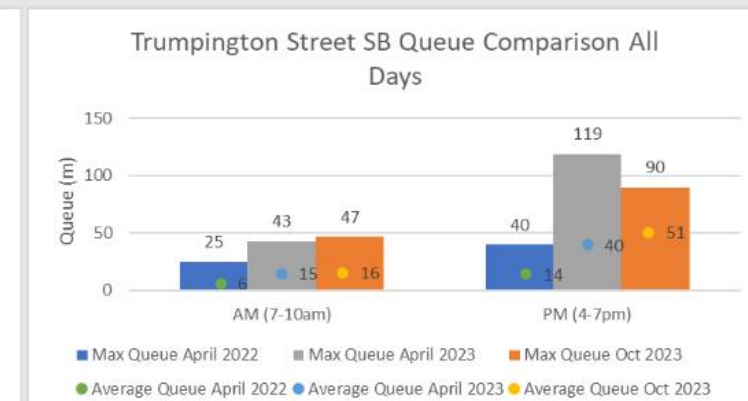
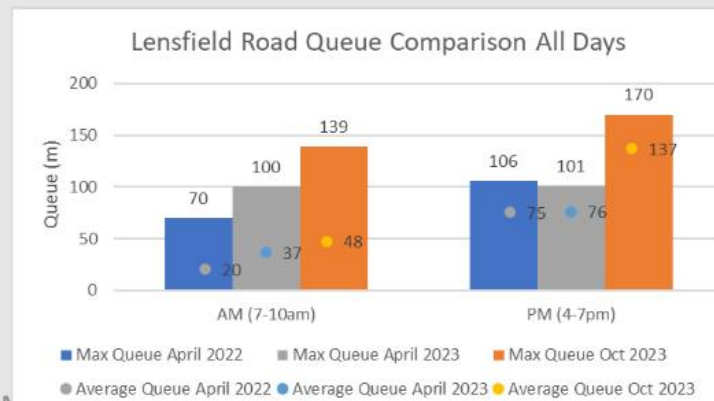
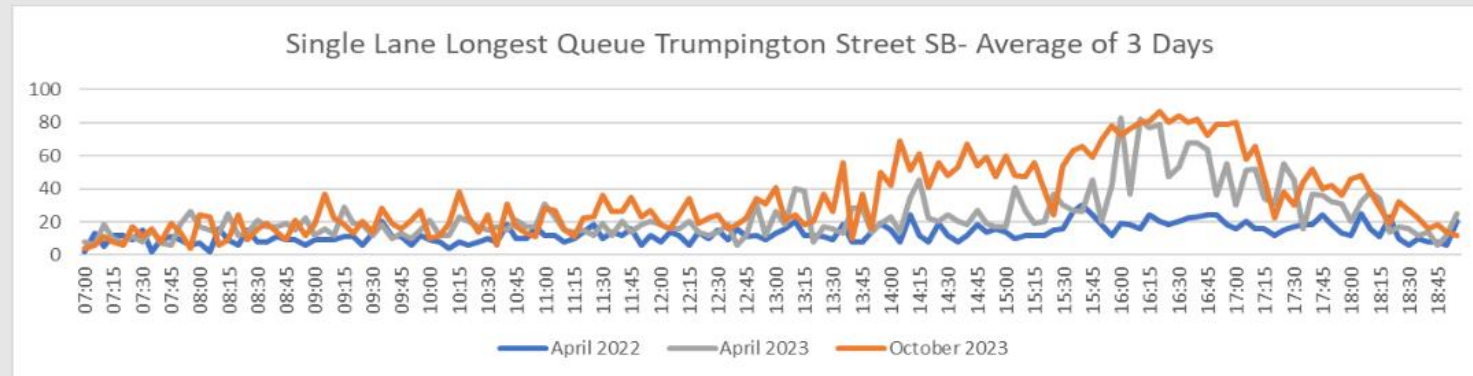
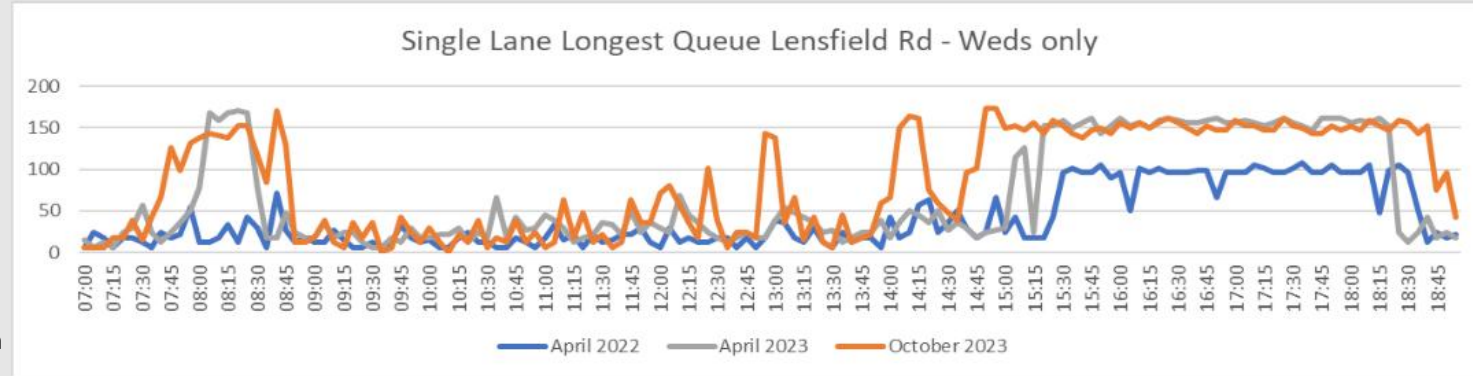


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Monitoring Results: C19 Trumpington Minis

2. Impact on Traffic – Queues

- The queues reported are an average of 3 days, unless stated otherwise.
- Lensfield Rd:** In April 2022 the average queue is approximately 4 cars in the AM and 13 cars in the PM. In April 2023 the average queue is approximately 6 cars in the AM and 13 cars in the PM. In October 2023 the average queue is approximately 8 cars in the AM and 24 cars in the PM.
- Maximum queue lengths increase from 70m to 100m (43%) in AM and decrease from 106m to 101m (5%) in PM in April 2023. In October 2023 the maximum queue lengths increase from 70m to 151m (99%) in AM and increase from 106m to 170m (70%) in PM. Note that the maximum queues in October 2023 reach the pedestrian crossing and so does the maximum queue on Wednesday AM in April 2023. In April 2023 the average queue at this arm increases in the AM from 20m to 37m (80%) and increases from 75m to 76m(1%) in the PM. In October 2023 the average queue at this arm also increases in the AM from 20m to 48m (135%) and increases from 75m to 137m (82%) in the PM.
- Trumpington St S/bound:** In April 2022 the average queue is approximately 1 car in the AM and 2 cars in the PM. In April 2023 the average queue is approximately 3 cars in the AM and 7 cars in the PM. In October 2023 the average queue is approximately 3 cars in the AM and 9 cars in the PM.
- In April 2023 the maximum queue lengths increased in AM from 25m to 43m (72%) and PM from 40m to 119m (198%). In October 2023 the maximum queue lengths increased in AM from 25m to 47m (88%) and PM from 40m to 90m (125%). The PM queue in both April and October reaches the previous junction (signalised ped crossing). In April 2023 the average queue lengths increase in AM from 6m to 15m (136%) and from 14m to 40m (181%) in PM. In October 2023 the average queue lengths increase in AM from 6m to 16m (150%) and from 14m to 51m (257%) in PM.



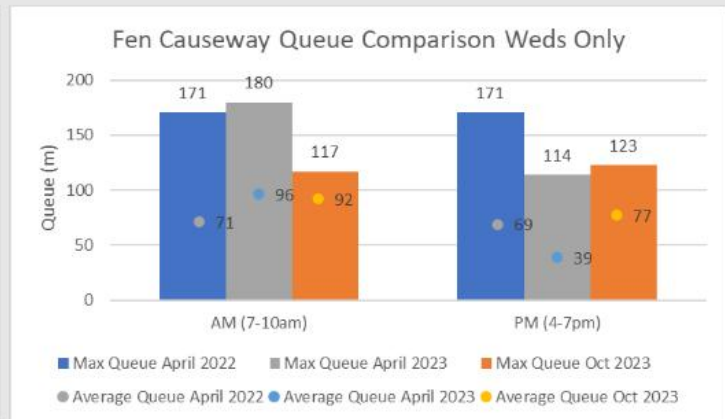
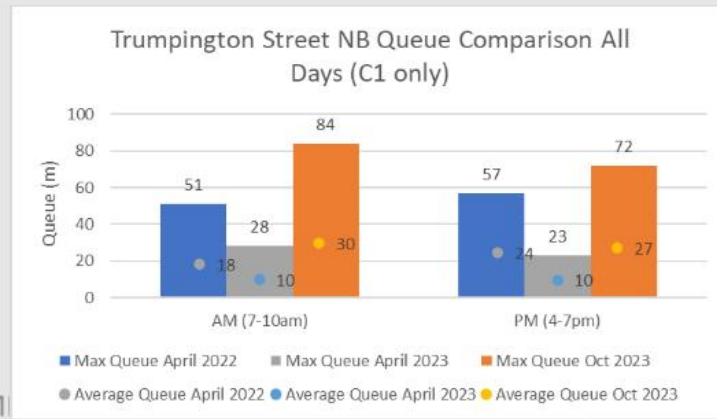
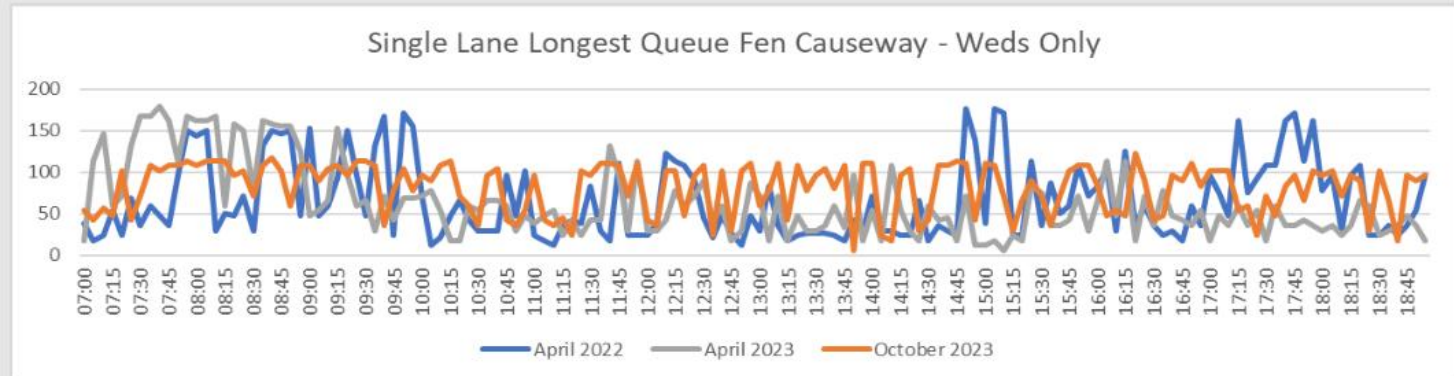
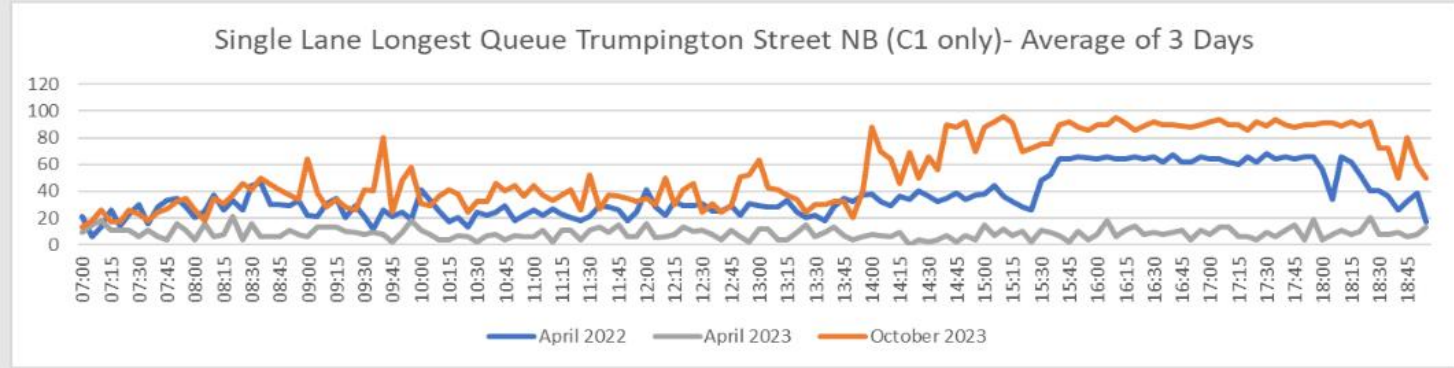
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2. Impact on Traffic – Queues (cont.)

- Trumpington St. N/bound:** In April 2023 there is a reduction in maximum queues lengths in both peaks; decrease in AM from 51m to 28m (45%) and in PM from 57m to 23m (60%). In October 2023 there is an increase in maximum queues lengths in both peaks; increase in AM from 51m to 84m (65%) and in PM from 57m to 72m (26%). In April 2023 the average queues decreased from 18m to 10m (46%) in AM and from 244m to 100m (61%) in PM. In October 2023 the average queues increased by from 18m to 30m (61%) in the AM and from 24m to 27m (10%) in the PM. Note that Tuesday to Thursday were used for the comparison, however, only the offside lane data is used, as no nearside lane data was recorded
- In April 2022 the average queue is approximately 3 cars in the AM and 4 cars in the PM. In April 2023 the average queue is approximately 2 cars in the AM and PM. In October 2023 the average queue is approximately 5 cars in the AM and the PM.
- Fen Causeway:** In April 2023 the maximum queue lengths slightly increase in AM from 171m to 180m (5%) and decrease in PM from 171m to 114m (33%). In October 2023 the maximum queues decrease from 171m to 117m (32%) in the AM and from 171m to 123m (28%) in the PM. In April 2023, the average queue increases in AM from 71m to 96m (35%) and decreases in PM from 69m to 39m (43%). In October 2023 the average queue increases from 71m to 92m (29%) in the AM and from 69m to 77m (12%) in the PM. In April 2023 the queue in the AM regularly reaches the pedestrian crossing, however in April 2022 it occasionally reaches the pedestrian crossing. Note that only Wednesday is used for the comparison, as no data was recorded on Tuesday and Thursday. In addition, the Wednesday data appears to have anomalies (queue longer than space available is recorded). Video footage was inconclusive.
- In April 2022 the average queue is approximately 12 cars in the AM and the PM. In April 2023 the average queue is approximately 17 cars in the AM and 7 cars in the PM. In October 2023 the average queue is approximately 16 cars in the AM and 13 cars in the PM.



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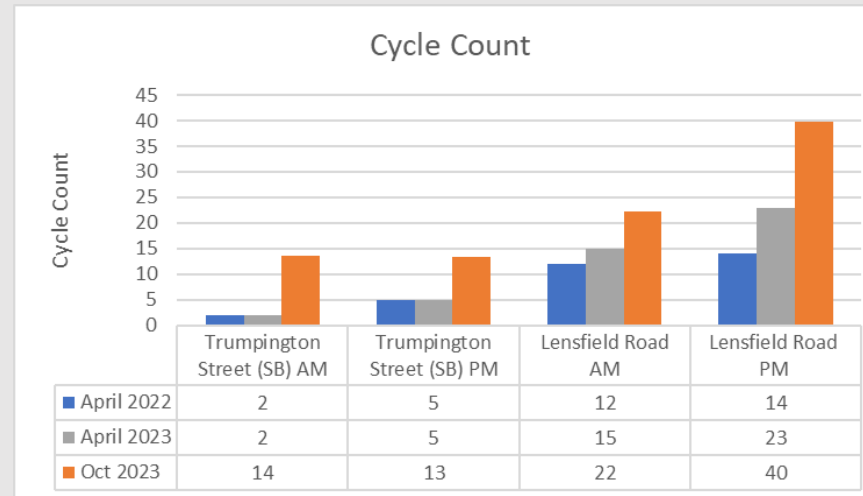
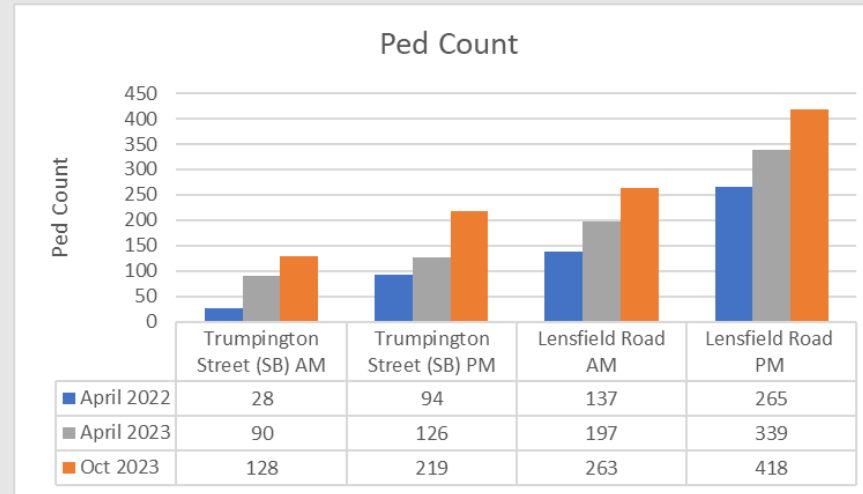
April 2022 to October 2023

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3. Impact on Pedestrian & Cycle crossing movements

- There is a noticeable increase in pedestrians on Lensfield Road and Trumpington Street (SB).
- **Lensfield Rd Crossing:** In April 2023 there is a significant increase of pedestrians in both the AM and PM peaks of between 75 and 60 pedestrians (44% and 28% respectively). In October 2023 there is a greater increase of 126 pedestrians (92%) in the AM and an extra 153 pedestrians (58%) in the PM. There is an increase in cycles in April 2023 of from 15 to 22 cycles (25%) in the AM and from 14 to 23 cycles (64%) in the PM. There is an increase in October 2023 in the AM and PM peaks from 12 to 22 cycles (86%) and from 14 to 40 cycles (183%) respectively.
- **Trumpington Street S/bound:** In April 2023 there is a significant increase of pedestrians in both the AM and PM from 28 to 90 peds (228% and 35% respectively). In October 2023 there are greater increases in the AM from 28 to 128 peds (364%) and from 94 to 219 peds (133%) in the PM. Whilst there are no changes to cycles in April 2023, in October 2023 there is an increase of cycles in the AM and PM peaks from 2 to 14 cycles (720%) and from 5 to 13 cycles (150%).



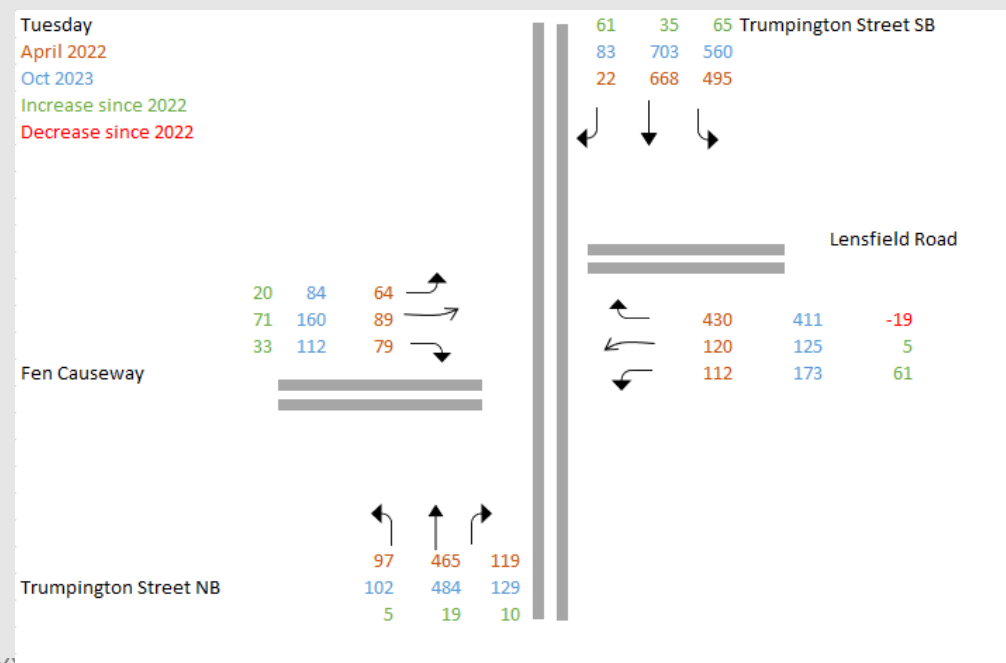
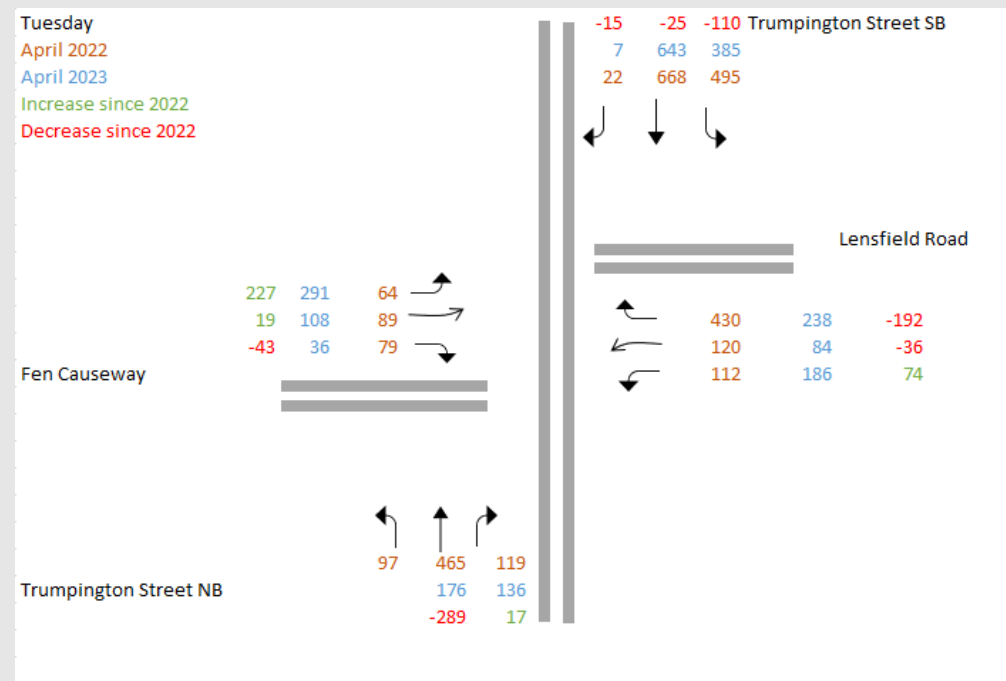
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4. Impact on Cyclists using Junction

As for other schemes the April figures, which show a decrease in cycle movements, are likely to be impacted by the timing outside of the University term. October figures show overall increases in cycle levels with over 1800 additional cycle movements around the junction over the 3 day survey compared to the April pre-installation survey.

- The cycle flows through the junction from 7am-7pm are presented in the stick diagrams. These are presented for Tuesday, Wednesday and Thursday. [Note that Trumpington Street NB to Fen Causeway movement was missing in the Tuesday and Thursday data and so this movement is only compared on Wednesday]
- April 2023:** The greatest increase in cycles is from Fen Causeway to Trumpington Street SB, which increases by 227 cycles (355%). The other increases on Tuesday include the movements from Lensfield Road to Trumpington NB which increase by 74 cycles (66%), from Fen Causeway to Lensfield Road which increase by 19 cycles (21%) and from Trumpington Street NB to Lensfield Road which increase by 17 cycles (14%). There are decreases in cycles on the following movements: from Trumpington Street NB to Trumpington Street SB which decrease by 289 cycles (62%), from Lensfield Road to Trumpington Street SB which decrease by 192 cycles (45%), from Trumpington Street SB to Lensfield Road which decrease by 110 cycles (22%).
- October 2023:** There is a decrease in cycles of 19 cycles (4%) from Lensfield Road to Trumpington Street (SB). All other movements experience an increase in cycles. The greatest increase in cycles is from Fen Causeway to Lensfield Road which increase by 71 cycles (80%). The other increases include the movements from Lensfield Road to Trumpington Street (NB) which increase by 33 cycles (24%), from Trumpington Street (SB) to Fen causeway which increase by 61 cycles (277%) and from Trumpington Street SB to Lensfield Road which increase by 65 cycles (13%).

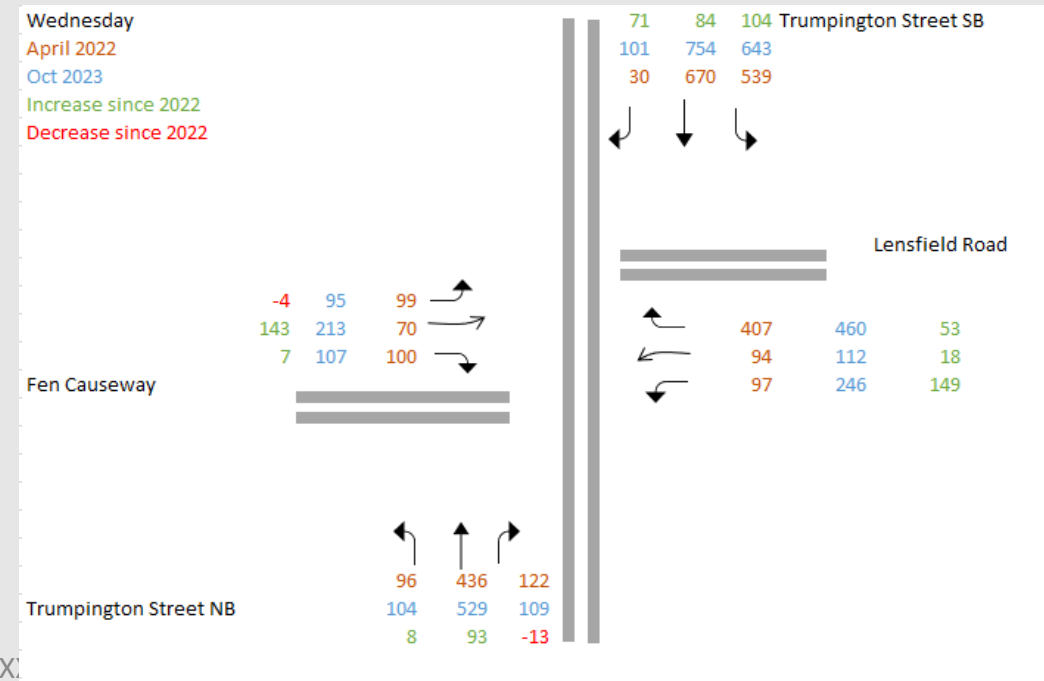
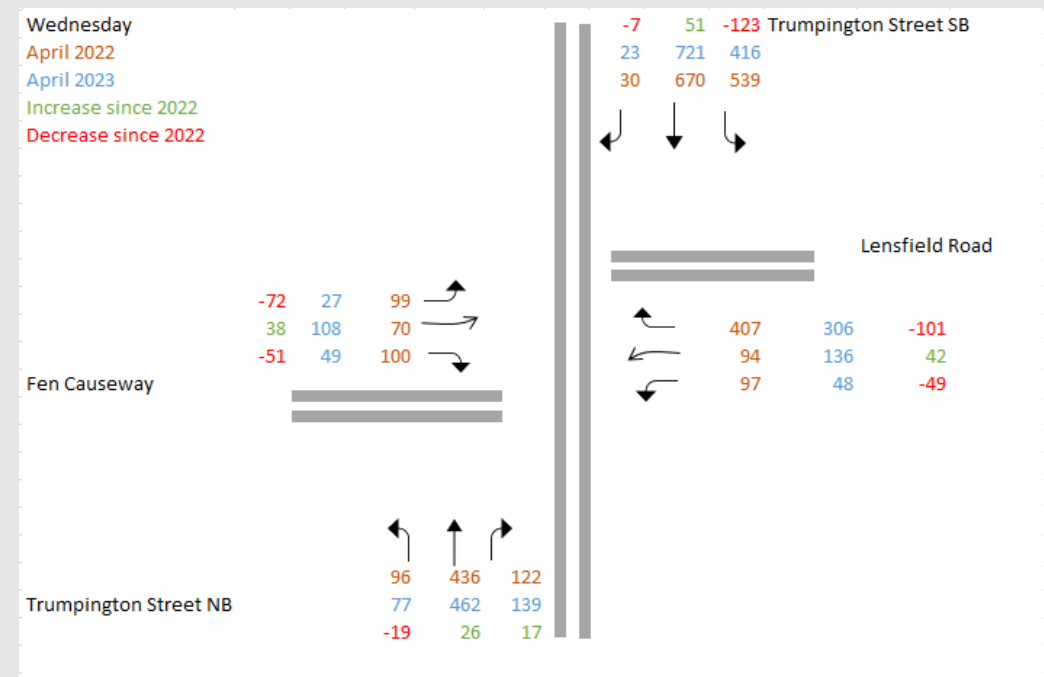


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4. Impact on Cyclists using Junction

- The cycle flows through the junction from 7am-7pm are presented in the stick diagrams. These are presented for Tuesday, Wednesday and Thursday. [Note that Trumpington Street NB to Fen Causeway movement was missing in the Tuesday and Thursday data and so this movement is only compared on Wednesday]
- April 2023:** There are moderate increases in cycles on Wednesday including the movements from Fen Causeway to Lensfield Road which increase by 38 cycles (54%), from Lensfield Road to Fen Causeway which increase by 42 cycles (45%). There are decreases in cycles from Fen Causeway to Trumpington Street SB which decrease by 72 cycles (73%), from Trumpington Street SB to Lensfield Road which decrease by 123 cycles (23%), from Lensfield Road to Trumpington Street SB which decrease by 101 cycles (25%). There are moderate decreases in cycles from Lensfield Road to Trumpington Street NB which decrease by 49 cycles (51%) and from Fen Causeway to Trumpington NB which decrease by 51 cycles (51%).
- October 2023:** The greatest increases in cycles are from Lensfield Road to Trumpington Street NB which increase by 149 cycles (154%) and from Fen Causeway to Lensfield Road which increase by 143 cycles (204%). The other increases in cycles include all the movements from Trumpington Street (SB); increase of 71 cycles (237%) to Fen Causeway, increase of 84 cycles (13%) to Trumpington Street (NB) and increase of 104 cycles (19%) to Lensfield Road. There is also an increase of 93 cycles (21%) in cycles from Trumpington Street (NB) to Trumpington Street (SB). There are slight decreases in cycles on the following movements; from Trumpington Street (NB) to Lensfield Road which decreases by 13 cycles (11%) and from Fen Causeway to Trumpington Street (SB) which decreases by 4 cycles (4%).

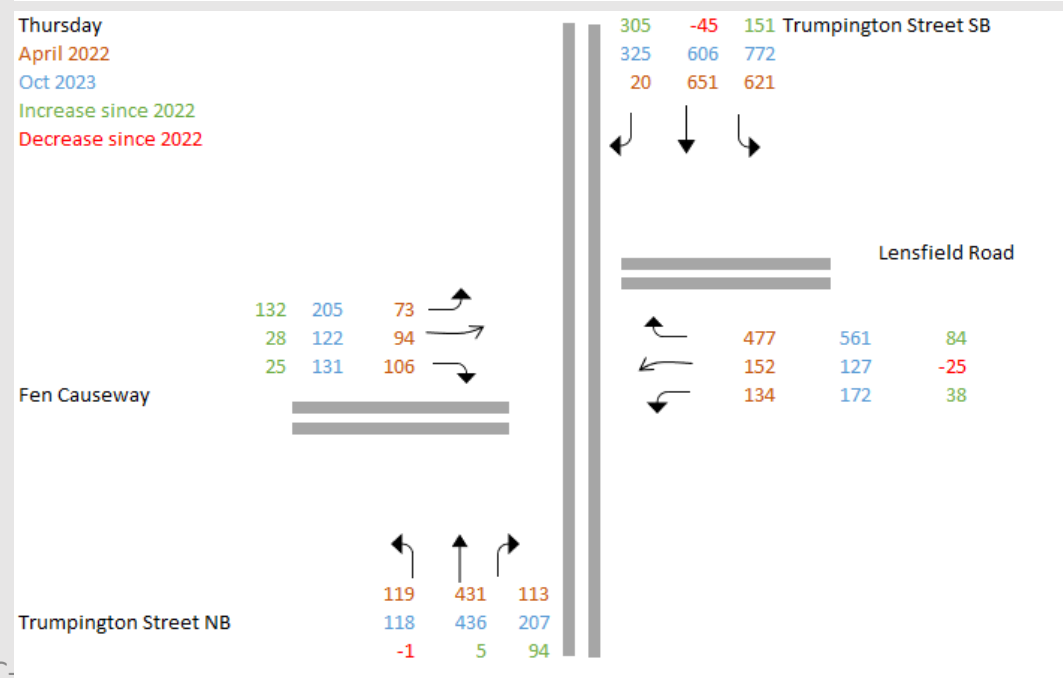
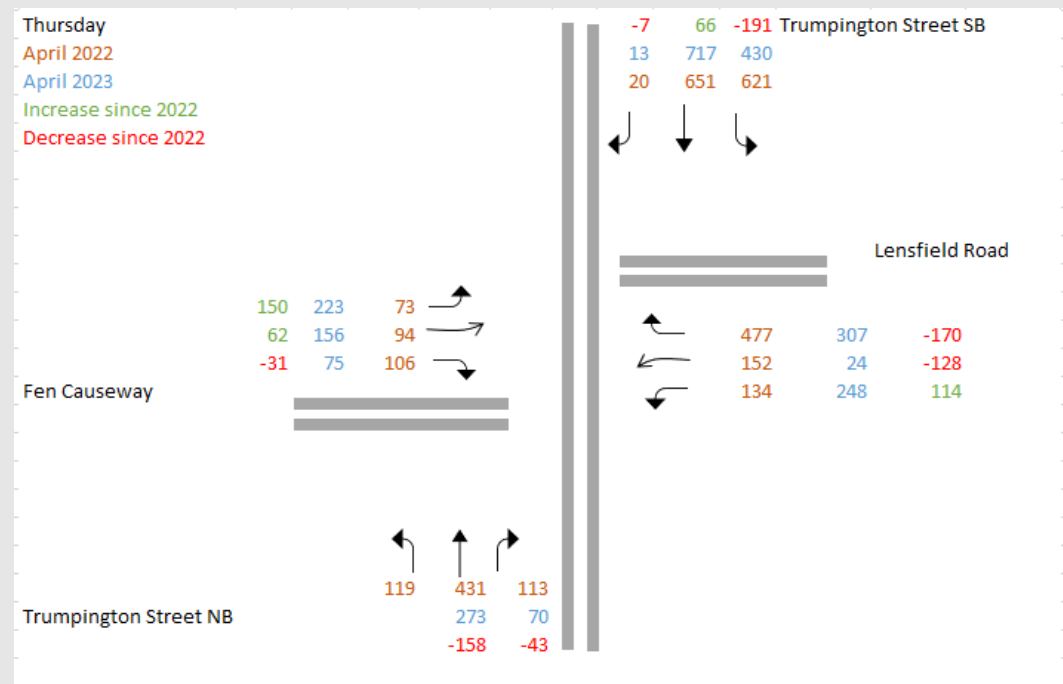


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4. Impact on Cyclists using Junction

- The cycle flows through the junction from 7am-7pm are presented in the stick diagrams. These are presented by each day. [Note that Trumpington Street NB to Fen Causeway movement was missing in the Tuesday and Thursday data and so this movement is only compared on Wednesday]
- April 2023:** There are significant increases in cycles from Fen Causeway to Trumpington Street SB which increase by 150 cycles (205%), from Fen Causeway to Lensfield Road which increase by 62 Cycles (66%), and from Lensfield Road to Trumpington Street NB which increase by 114 cycles (85%). There are decreases in cycles from Lensfield Road to Fen Causeway which decrease by 128 cycles (84%), from Lensfield Road to Trumpington Street SB which decrease by 170 cycles (36%), Trumpington Street SB to Lensfield Road which decrease by 191 cycles (31%), from Trumpington Street NB to Lensfield Road which decrease by 43 cycles (38%).
- October 2023:** The greatest increase in cycles is from Trumpington Street (SB) to Fen Causeway, which increases by 305 cycles. There is an increase of 132 cycles (181%) from Fen Causeway to Trumpington Street (SB) and an increase of 151 cycles (24%) from Trumpington Street (SB) to Lensfield Road. The movements that experience a decrease in cycles are from Trumpington Street (SB) to Trumpington Street (NB) (decrease by 7%) , from Lensfield Road to Fen Causeway which decrease by 45 cycles (16%) and from Trumpington Street (NB) to Trumpington Street (SB) which decrease by cycle.



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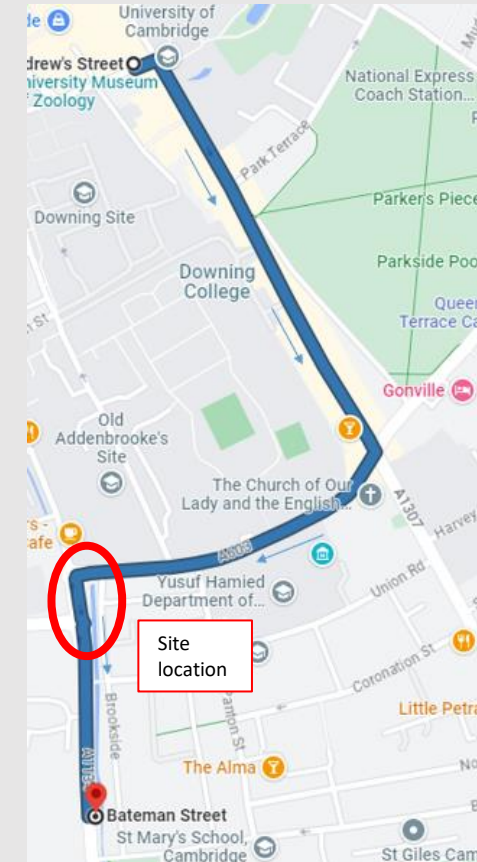
VIX bus data from Cambridgeshire CC network : C19 Trumpington Minis

PR3 (Trumpington P&R service) Outbound: Weekday

	Weekday Journey Times (Minutes)				No. of times average journey time exceed 10 minutes		
	All day	AM Peak	Interpeak	PM Peak			
2019 Apr		5	4.7	4.9	5.7	1	PRE-INSTALLATION
2022 Apr		4.7	4	4.6	5.8	1	
2022 Aug		4.5	3.9	4.7	4.9	0	
2022 Sept		5.8	4.4	5.2	9.5	8	POST-INSTALLATION
2023 Jan		6.1	5	5.6	10.2	10	
2023 Apr		6.2	4.9	6.1	9.2	7	
2023 May		5.9	5	5.6	8.8	6	
2023 June		6.1	4.7	5.8	9.2	5	
2023 July		5.6	4.3	5.7	7.3	3	
2023 Aug		5	4	4.8	6.7	1	
2023 Sept		6.5	4.8	6.4	10.2	12	
2023 Oct		7.5	5.3	6.8	14.7	14	

Key observations from survey data

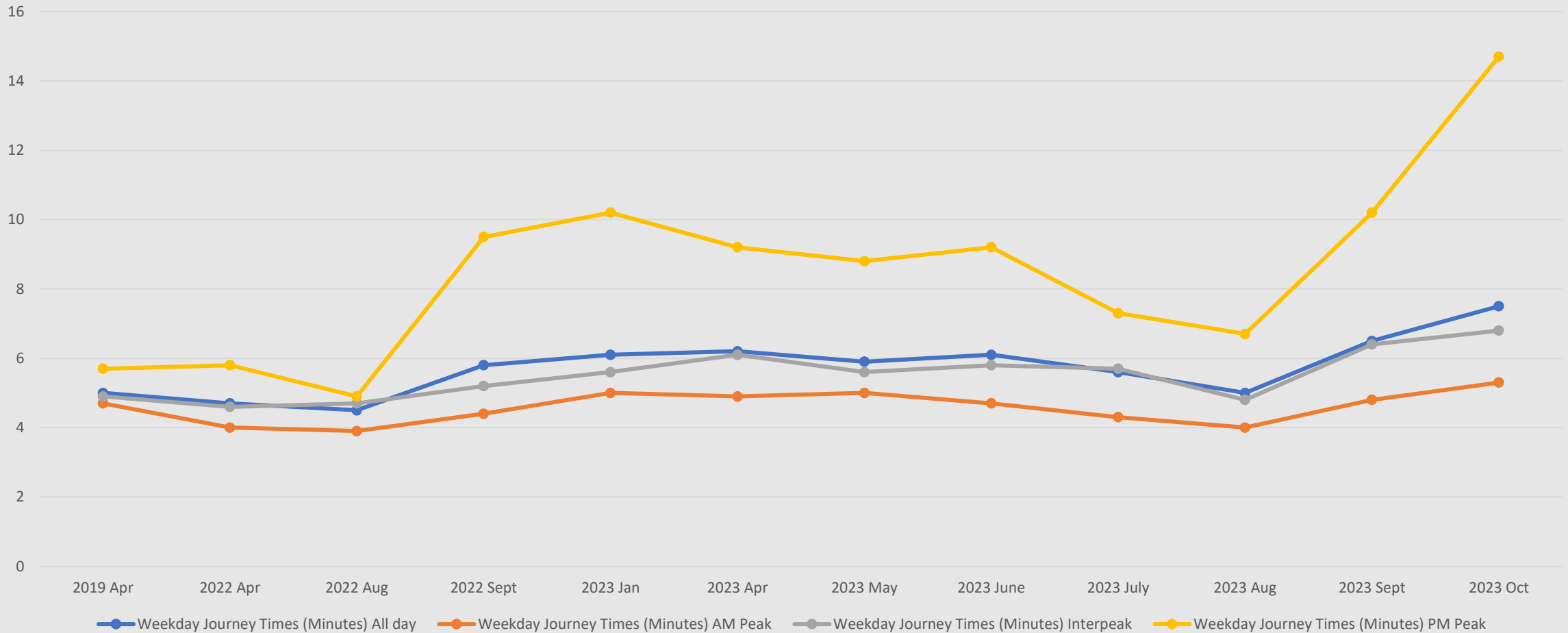
- Since the installation of the scheme in 2023, average journey times on the route during **weekdays** have varied as follows:
 - AM Peak: 0.5 minute longer journey time compared to 2019 Pre-covid
 - InterPeak: 1 minute longer journey time in Interpeak compared to 2019 Pre-covid
 - PM Peak: Generally 3.5 minutes longer journey time with exception of:
 - January and September 2023 when journey times averaged 4.5 minutes longer
 - October 2023 when journey times averaged 9 minutes longer.
- Since the installation of the scheme in 2023, there is increased variability in journey time in the PM peak period (and therefore decreased journey time reliability), based on number of times average journey times exceed 10 minutes
- From the separate counts undertaken at this junction, there appears to be no increase in traffic that would account for the increase in bus journey time during October 2023. This could be a reflection of wider network issues limiting flow of traffic through the junction.
- The increase in traffic on Trumpington street Southbound will impact Lensfield Road queues and traffic because there is more traffic coming from the right (Trumpington Street southbound) that traffic on Lensfield road need to give way to



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VIX bus data from Cambridgeshire CC network : C19 Trumpington Minis

Average Travel times for PR3 Outbound during Weekday periods



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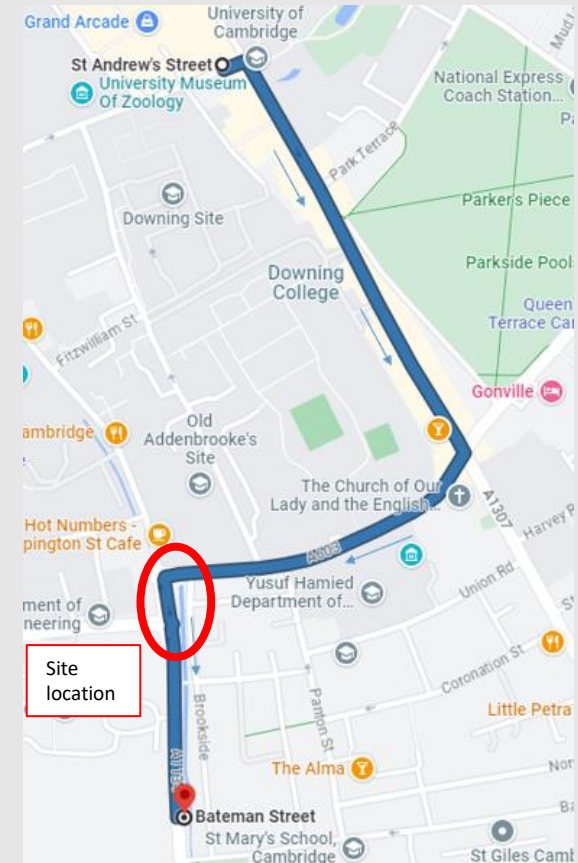
VIX bus data from Cambridgeshire CC network : C19 Trumpington Minis

PR3 (Trumpington P&R service) Outbound: Weekend

	Weekend Journey Times (Minutes)					
	All day	AM Peak	Interpeak	PM Peak		
2019 Apr		4.3	3.5	4.3	4.5	PRE-INSTALLATION
2022 Apr		4.7	3.3	4.9	4.9	
2022 Aug		4.6	3.4	4.7	5.2	
2022 Sept		4.9	3.8	4.9	5.4	POST-INSTALLATION
2023 Jan		5.5	3.8	5.3	7	
2023 Apr		4.9	3.6	4.9	5.4	
2023 May		4.7	3.6	4.7	5.2	
2023 June		5.1	3.7	5.1	5.6	
2023 July		6.6	3.9	7	7.1	
2023 Aug		4.7	3.7	4.7	5.2	
2023 Sept		4.8	3.7	5.2	6.3	
2023 Oct		5.2	3.7	5.3	5.8	

Key observations from survey data

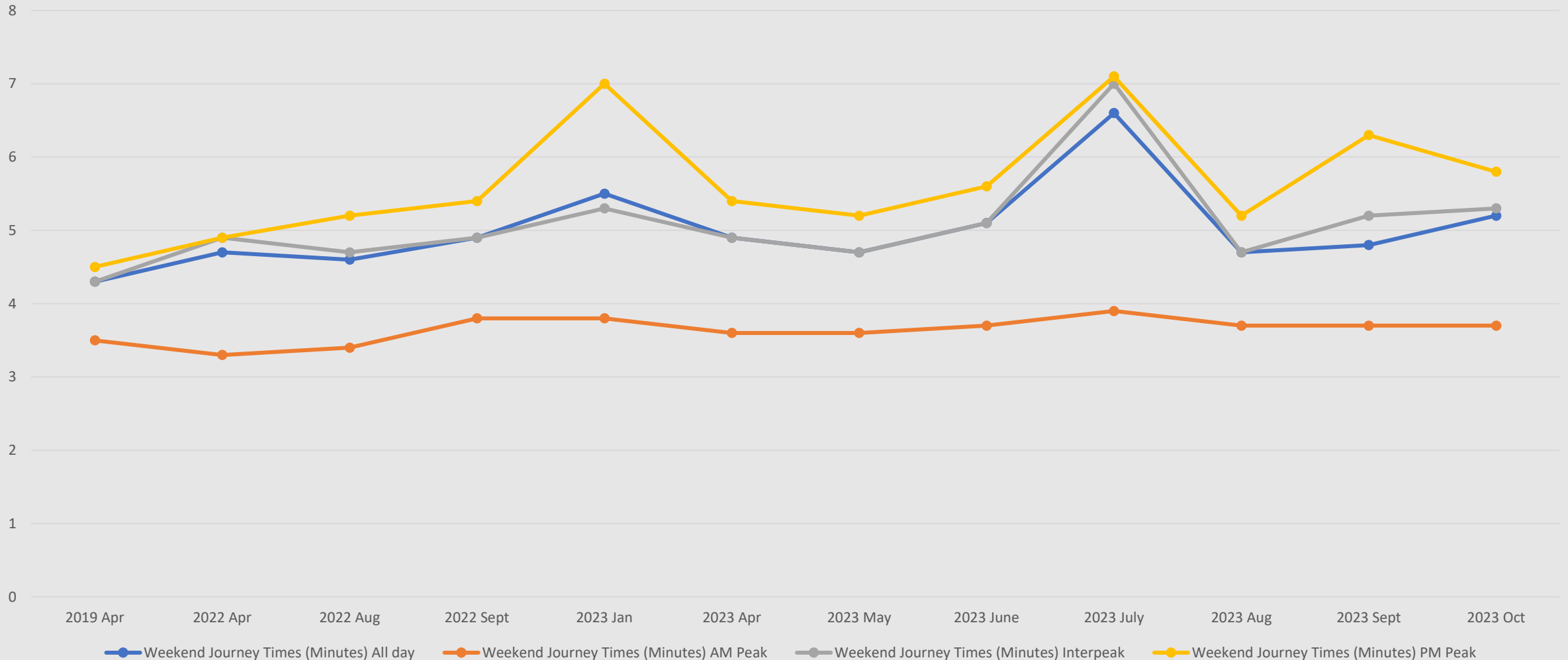
- Since the installation of the scheme in 2023, average journey times on the route during the **weekend** have varied as follows:
 - AM Peak: 0.3 minute (20 seconds longer) journey time compared to 2019 Pre-covid
 - InterPeak: Up to 1 minute longer journey time in Interpeak compared to 2019 Pre-covid
 - PM Peak: Up to 2 minutes longer journey time compared to 2019 Pre-covid
- There are a couple of specific times during certain months that influence a higher average than others:
 - For January 2023, the PM peak average is impacted by 1 day at end of January with time of 13.9 (without this figure, the average would be 6)
 - For July 2023, the interpeak average is impacted by last weekend in July with an average time of 13.7, (without this figure, the average would be 5.4)



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VIX bus data from Cambridgeshire CC network : C19 Trumpington Minis

Average Travel times for PR3 Outbound during weekend periods



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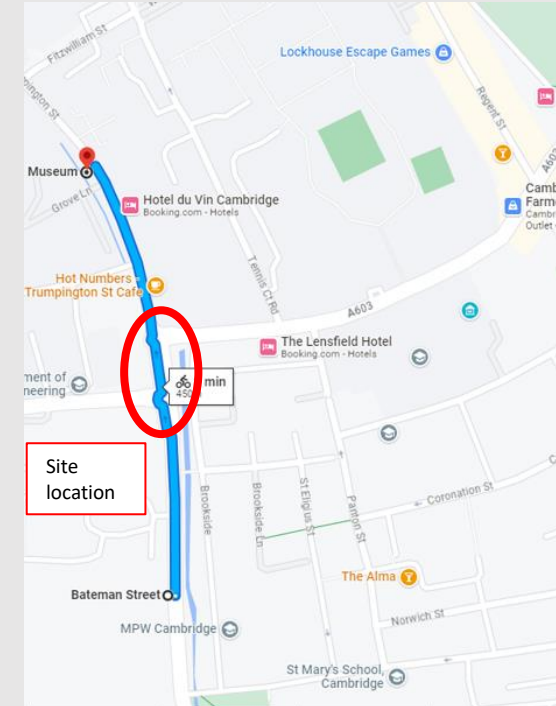
VIX bus data from Cambridgeshire CC network : C19 Trumpington Minis

PR3 (Trumpington P&R service) Inbound: Weekday

	Weekday Journey Times (Minutes)				
	All day	AM Peak	Interpeak	PM Peak	
2019 Apr	1.5	1.4	1.6	1.3	PRE-INSTALLATION
2022 Apr	1.4	1.3	1.5	1.5	
2022 Aug	1.5	1.4	1.6	1.4	
2022 Sept	1.5	1.5	1.5	1.5	POST-INSTALLATION
2023 Jan	1.5	1.6	1.4	1.5	
2023 Apr	1.5	1.4	1.7	1.5	
2023 May	1.5	1.5	1.6	1.5	
2023 June	1.6	1.5	1.7	1.5	
2023 July	1.6	1.5	1.7	1.5	
2023 Aug	1.5	1.3	1.6	1.4	
2023 Sept	1.5	1.5	1.5	1.4	
2023 Oct	1.5	1.5	1.6	1.5	

Key observations from survey data

- Since the installation of the scheme in 2023, average journey times on the route during **weekdays** have varied as follows:
 - AM Peak: Up to 0.3 minutes (20 seconds) longer journey time compared to 2019 Pre-covid
 - InterPeak: Up to 0.2 minutes (15 seconds) longer journey time compared to 2019 Pre-covid
 - PM Peak: Up to 0.2 minutes (15 seconds) longer journey time compared to 2019 Pre-covid

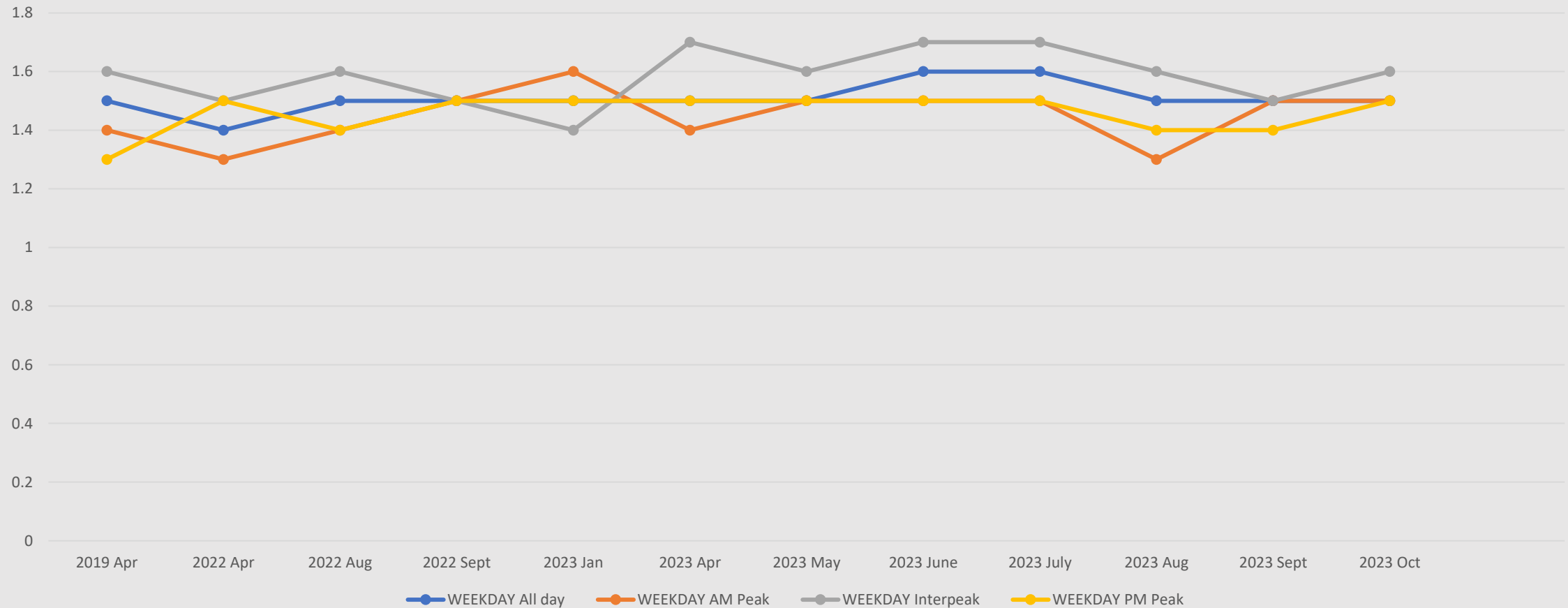


Cambridgeshire Active Travel

VIX bus data from Cambridgeshire CC network : C19 Trumpington Minis

PR3 (Trumpington P&R service) Inbound: Weekday

Average Travel times for PR3 Inbound during weekday periods



Cambridgeshire Active Travel

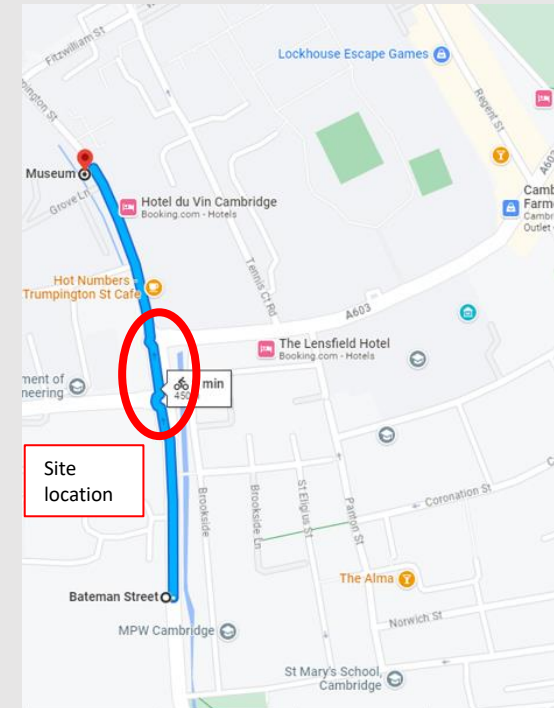
VIX bus data from Cambridgeshire CC network : C19 Trumpington Minis

PR3 (Trumpington P&R service) Inbound: Weekend

	Weekend Journey Times (Minutes)				
	All day	AM Peak	Interpeak	PM Peak	
2019 Apr	1.4	1.2	1.5	1.4	PRE-INSTALLATION
2022 Apr	1.6	1.2	1.9	1.4	
2022 Aug	2.1	1.2	2.6	1.6	
2022 Sept	1.7	1.2	2	1.4	POST-INSTALLATION
2023 Jan	1.7	1.2	2.1	1.4	
2023 Apr	1.9	1.2	2.4	1.2	
2023 May	1.7	1.3	1.9	1.4	
2023 June	1.7	1.3	1.9	1.4	
2023 July	2	1.3	2.5	1.5	
2023 Aug	1.7	1.3	2	1.5	
2023 Sept	1.7	1.3	1.9	1.3	
2023 Oct	1.8	1.3	2.1	1.4	

Key observations from survey data

- Since the installation of the scheme in 2023, average journey times on the route during **weekends** have varied as follows:
 - AM Peak: Up to 0.1 minutes (6 seconds) longer journey time compared to 2019 Pre-covid
 - InterPeak: Up to 1 minute longer journey time compared to 2019 Pre-covid (assuming that the August 2022 figure was influenced by installation of the scheme)
 - PM Peak: No impact on journey time compared to 2019 Pre-covid
- There are a couple of specific times during certain months that influence a higher average than others:
 - For August 2022, the Interpeak average is influenced by higher figures in the second half of August which is when the scheme was being installed so traffic management would be on the network
 - For July 2023, the Interpeak average is influenced by higher figures for the last two Saturdays in the month , this may be due to Traffic management on the wider network



Cambridgeshire Active Travel

VIX bus data from Cambridgeshire CC network : C19 Trumpington Minis

Average Travel times for PR3 Inbound during weekend periods

