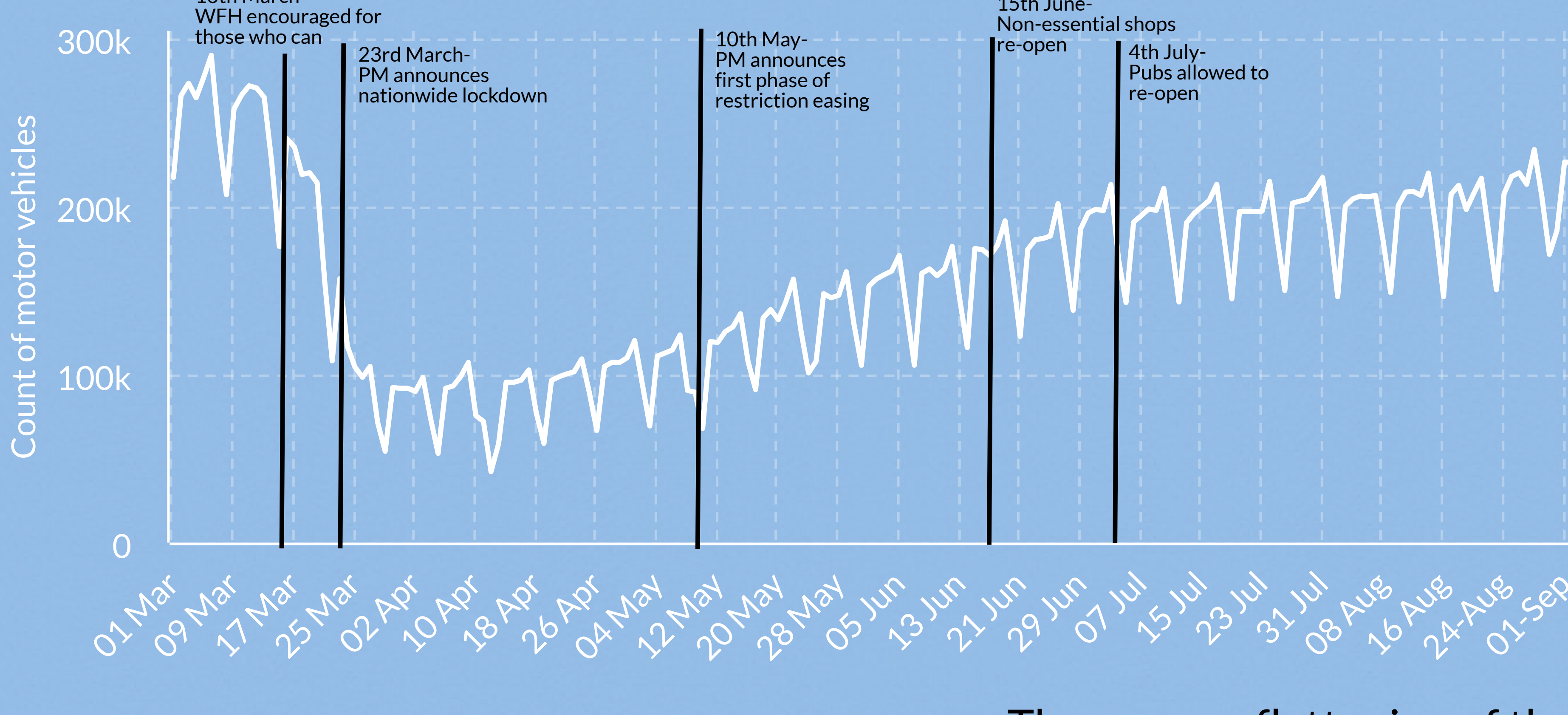




Impacts of covid-19 lockdown in Cambridge City



Total daily motor vehicle counts across monitored locations



56% reduction in daily traffic flows in **April** against pre-covid levels*

has increased to a

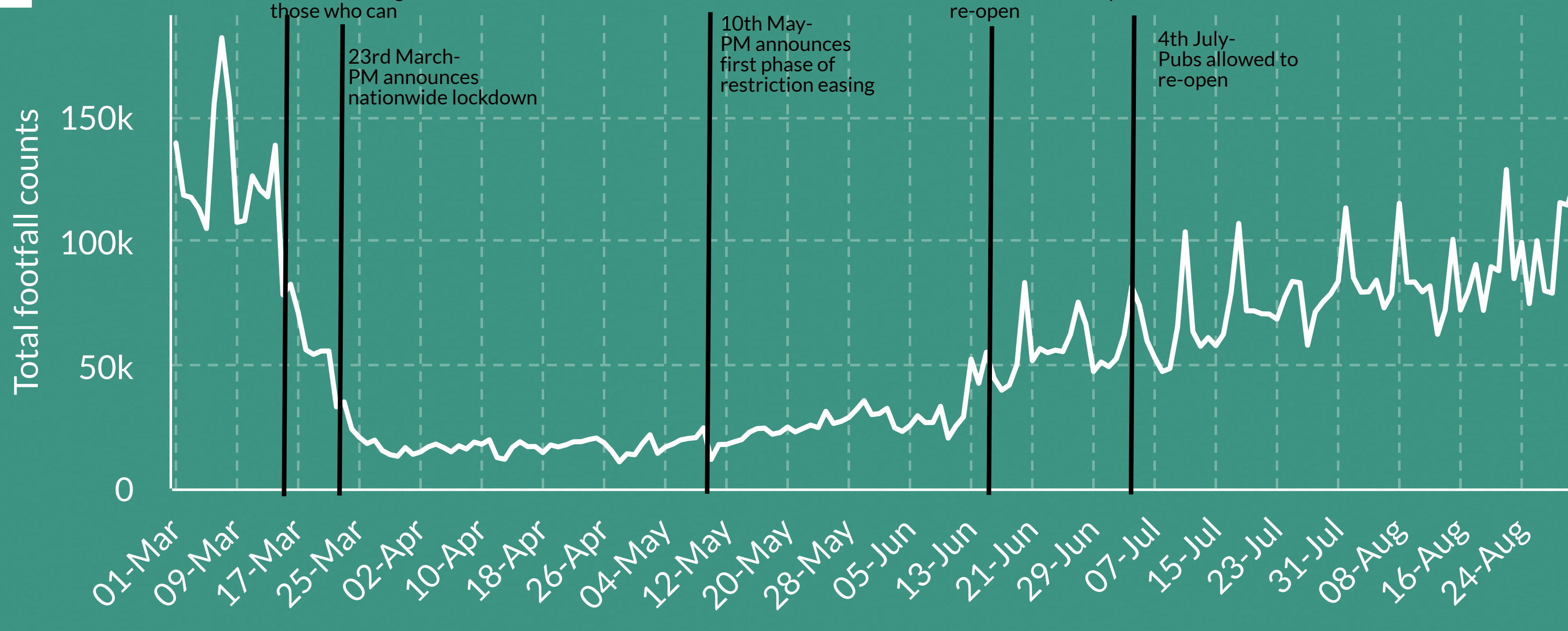
23% reduction in daily traffic flows in **August** against pre-covid levels*

There was a flattening of the upward trend through August with an uptick in early September.

Analysis has shown that counts through lockdown were impacted by spread throughout the day as opposed to peak time congestion.



Total daily footfall counts across Cambridge BID locations



80% reduction in daily retail footfall in **April** against pre-covid levels*

has increased to a

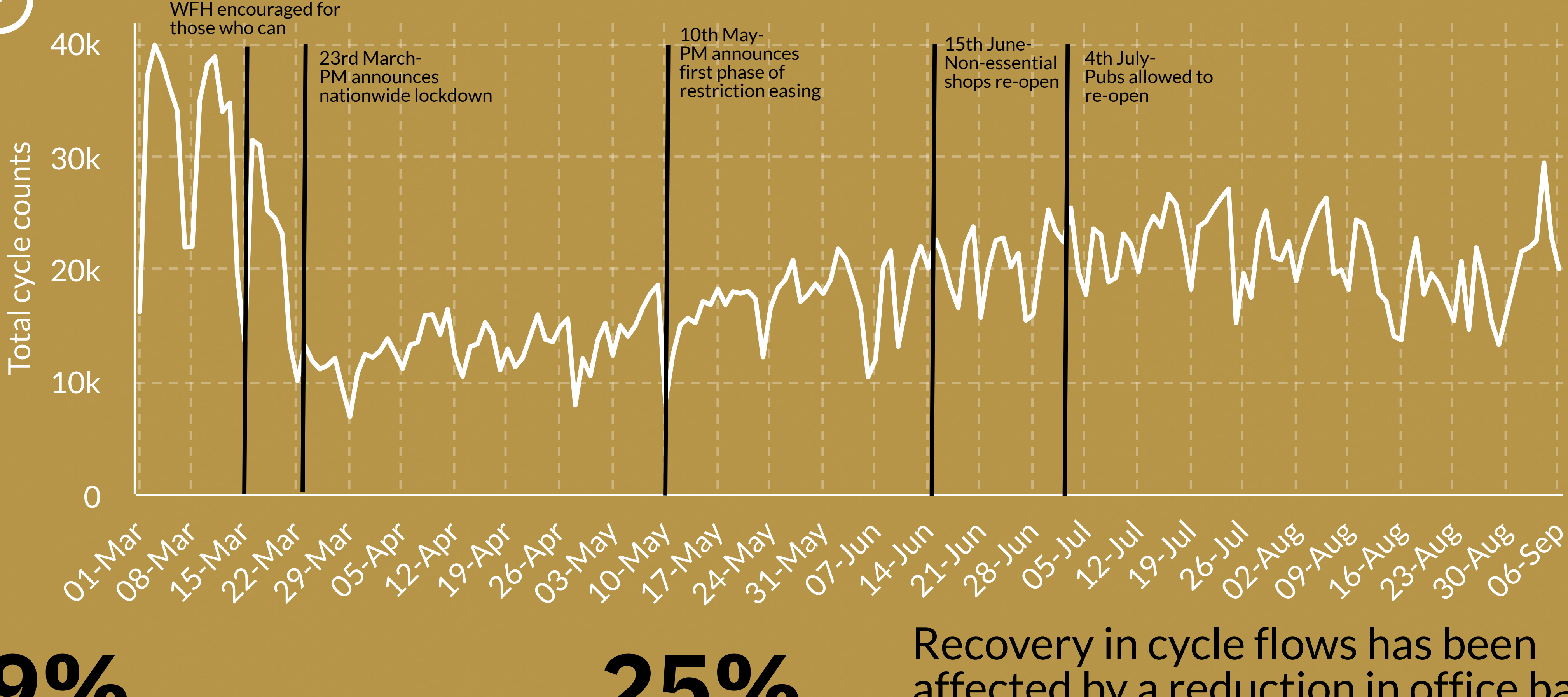
23% reduction in daily retail footfall in **early-September** against pre-covid levels**

Footfall in retail areas and the historic centre remained low through April and May with large increases seen since the opening of non-essential shops on 15 June.

Footfall increased in August with 'Eat out to help out scheme' but remained affected by a reduction in visitors.



Total daily cycle counts across monitored locations



39% reduction in recorded cycle counts in **April** against pre-covid levels*

has increased to a

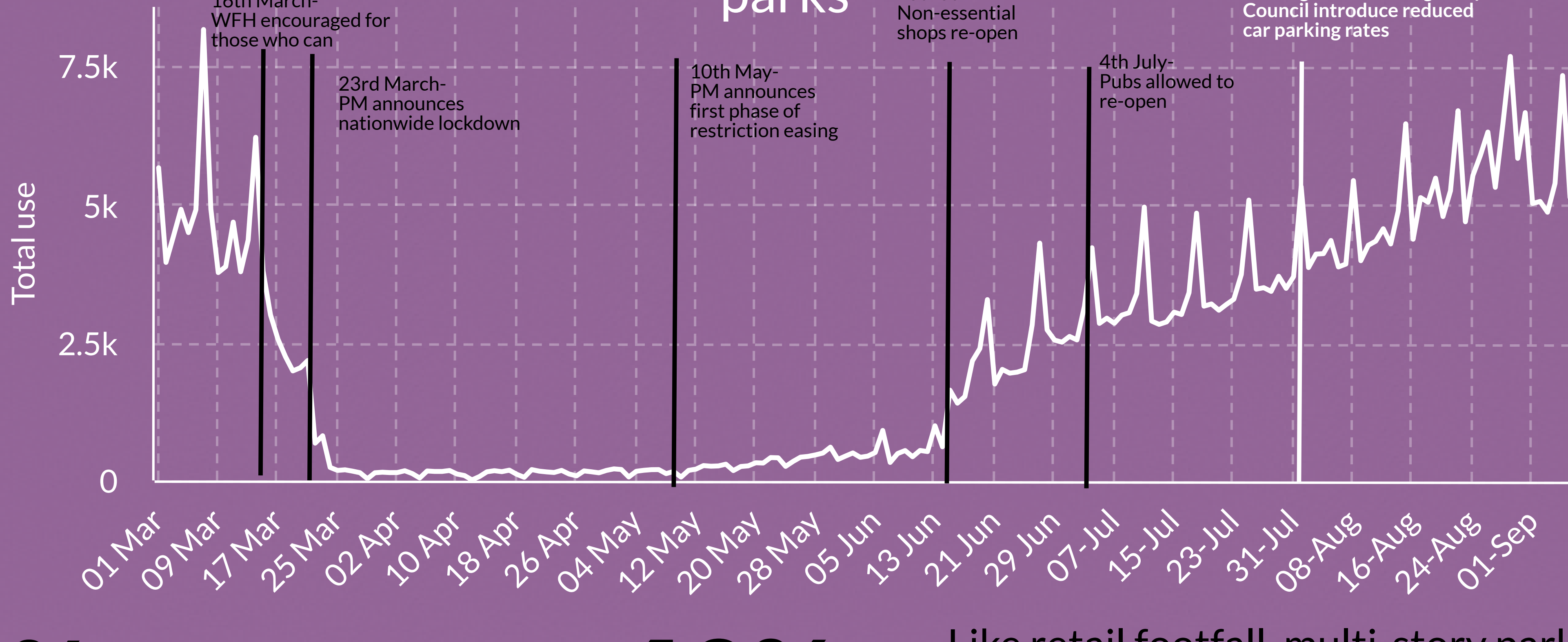
25% reduction in recorded cycle counts in **August** against pre-covid levels*

Recovery in cycle flows has been affected by a reduction in office based commuting across the city.

Daily counts have been variable with weather being a factor. There was a large uptick in the beginning of September.



Total daily car park use across all Cambridge City multi-storey car parks



83% reduction in recorded car park use in **April** against pre-covid levels*

has increased to a

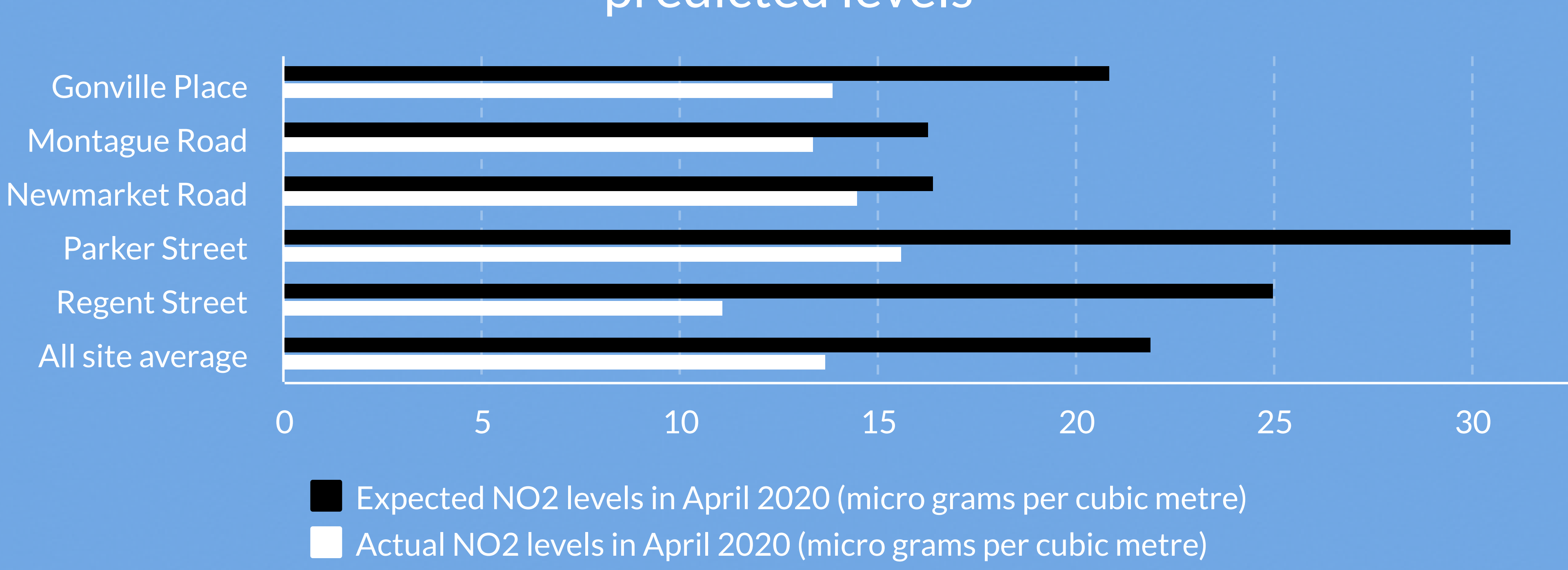
10% reduction in recorded car park use in **August** against pre-covid levels**

Like retail footfall, multi-story parking saw significant reductions until the opening of non-essential shops on 15 June.

Large recovery through July and August with some daily counts close to or above the same day counts in 2019. Cambridge City Council introduced reduced car parking rates on 1st August.



Recorded levels of NO2 in April 2020 when compared to predicted levels



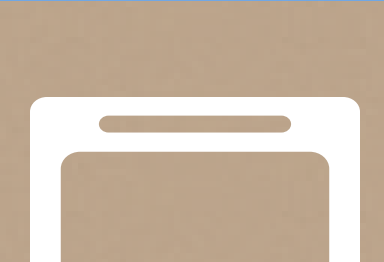
37% average reduction in recorded NO2 against predicted levels in **April**

has increased to a

6.2% average reduction in recorded NO2 against predicted levels in **August**

In April 2020, measured Nitrogen Dioxide levels were on average 37% (or 8 micrograms per cubic metre) lower than the previous three year average. The largest reductions in air pollution were in the city centre.

There have been recorded increases in air pollution since April which would not be unexpected over the summer months. The largest reductions remain in the city centre, approximately 20-25%.

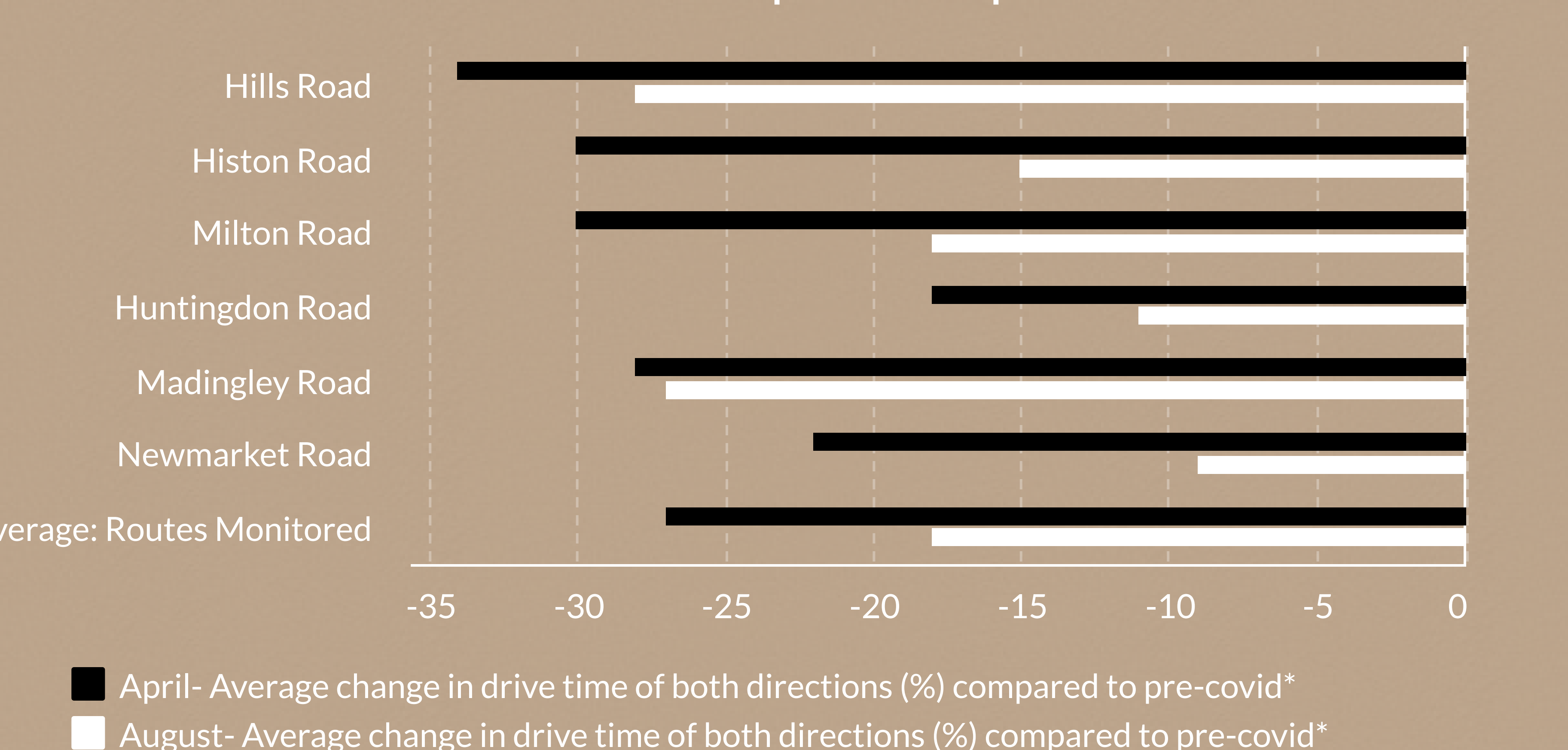


April v August-Comparison of % change in bus drive time on selected routes when compared to pre-covid levels

27% average reduction in bus journey times on selected routes in **April**

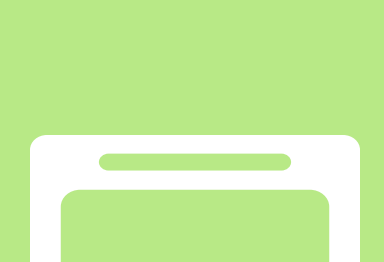
has increased to a

6.2% average reduction in bus journey times on selected routes in **August**

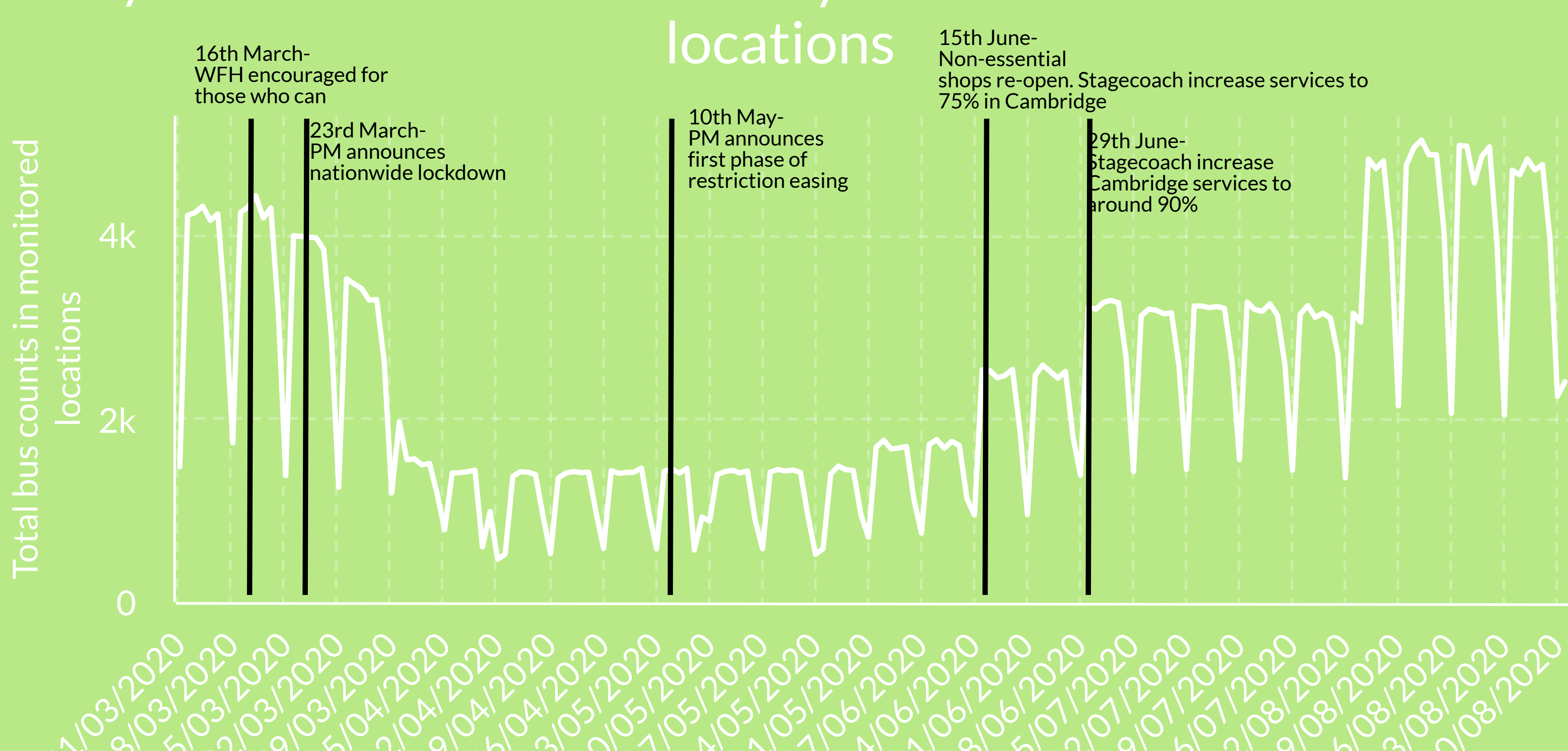


Bus drive times have increased again through the lockdown period. Despite increases in daily motor vehicle counts though, they are still reduced overall when compared to pre-covid levels (across selected routes)

Note: Above chart shows average % change across both inbound and outbound journeys. Histon Road was closed inbound from July



Daily count of recorded buses by smart sensors in monitored locations



94% reduction in busway use in **April**

40-50% reduction in commercial services operating through **April and May**

There was a significant reduction in commercial services operating in the city during the heart of the lockdown. Stagecoach increased services to around 75% of pre-covid levels on 15th June and to 90% by 29th June. As services have increased and restrictions eased, there has been consistent but very slow growth in passenger numbers with current levels around 30% of normal.

Notes: Comparison periods have been defined by data availability or existing analysis. For motor vehicle and cycles counts comparison to the same point in 2019 were not available. 'Pre-covid period' defined as: *Daily average for period 6th January-15th March 2020 ** Compared to the same period in 2019