



Science Park Vehicle Count

On Thursday 24 September 1998, Cambridge Cycling Campaign ran a count of movements into Cambridge Science Park from 7.30 am to 9.30 am. This document describes the method and the results.

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Main Entrance

This entrance is used by cars, cyclists and pedestrians.

Laser-Scan Entrance

This is the gate just north of the main entrance, opposite Cowley Road, and leads into the Laser-Scan car park (Unit 101).

Origin Entrance

This is the gate on Milton Road just south of the main entrance, which leads into the access road beside Origin (Unit 21).

Garry Drive

This is the entrance from Garry Drive on the south side of the park, which crosses the old St Ives railway line, and leads into the car parks for Sun Microsystems (Unit 306) and SysDeco (Unit 302). This is a rather awkward entrance to get through, as the photo shows. However, it does save cyclists and pedestrians from Arbury a considerable distance, not to mention avoiding the need to travel on Milton Road.



Figure 2. Main Entrance



Figure 3. Laser-Scan Entrance



Figure 4. Origin Entrance

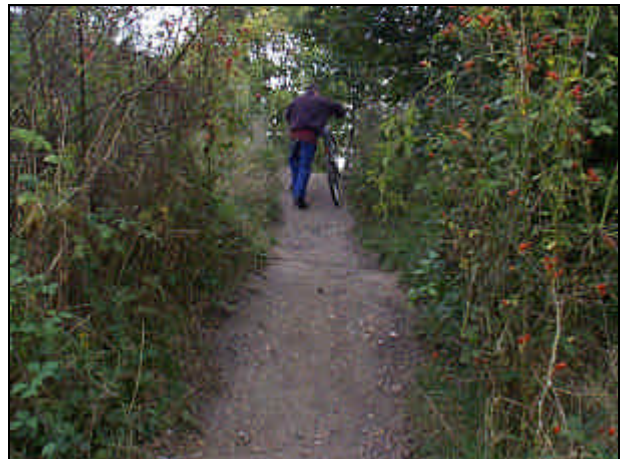


Figure 5. Garry Drive

Method

We counted motor vehicle, cycle and pedestrian movements *into* the park, in 10 minute slots between 7.30 am and 9.30 am. Movements *out of* the Science Park were ignored.

Each motor vehicle (including lorries and motorbikes) was counted as one, regardless of the number of occupants. In practice, most vehicles were single-occupancy cars, though a future survey counting occupants would be interesting.

The motor counts were done with a mechanical clicker.

In addition, one person at each entrance marked 5 bar gates on paper to count the cyclists and pedestrians.

Weather

The count took place on a dry and sunny day.

Quantitative Results

Table 1. Distribution of Cycles over Time and Entrance

Time period (10 mins commencing)	CYCLES				TOTAL
	Main entrance	Laser- scan entrance	Origin entrance	Garry Drive	
7:30	2	0	8	1	11
7:40	2	1	5	2	10
7:50	5	1	10	3	19
8:00	10	1	8	5	24
8:10	7	0	9	6	22
8:20	12	1	18	6	37
8:30	5	1	15	8	29
8:40	10	2	17	5	34
8:50	8	3	16	9	36
9:00	8	2	23	5	38
9:10	8	0	13	4	25
9:20	6	1	7	3	17
TOTAL	83	13	149	57	302

Table 2. Distribution of Pedestrians over Time and Entrance

Time period (10 mins commencing)	PEDESTRIANS				TOTAL
	Main entrance	Laser- scan entrance	Origin entrance	Garry Drive	
7:30	0	1	0	1	2
7:40	1	0	1	0	2
7:50	3	0	2	0	5
8:00	4	1	2	2	9
8:10	8	2	3	2	15
8:20	4	0	5	3	12
8:30	7	3	5	3	18
8:40	10	0	2	5	17
8:50	7	0	3	1	11
9:00	0	3	2	7	12
9:10	1	0	3	0	4
9:20	1	2	2	2	7
TOTAL	46	12	30	26	114

Table 3. Distribution of Motor Vehicles over Time

	MOTORS
Time period (10 mins commencing)	TOTAL (main entrance)
7:30	108
7:40	178
7:50	200
8:00	219
8:10	230
8:20	258
8:30	226
8:40	243
8:50	240
9:00	235
9:10	138
9:20	127
TOTAL	2402

Modal Split

Table 4. Modal Split, for all movements

Mode	Total	Percentage
Motors	2402	85.2%
Cycles	302	10.7%
Pedestrians	114	4.0%
Total	2818	100.0%

Relative Use of Entrances

Table 5. Distribution of Cycles by Entrance

Cycles by Entrance	Total	Percentage
Main entrance	83	27.5%
Laser-Scan entrance	13	4.3%
Origin entrance	149	49.3%
Garry Drive	57	18.9%
Total	302	100.0%

We would expect the Laser-Scan entrance to be used much more heavily by cyclists leaving the Science Park at the end of the day than by those entering.

Table 6. Distribution of Pedestrians by Entrance

Pedestrians by Entrance	Total	Percentage
Main entrance	46	40.4%
Laser-Scan entrance	12	10.5%
Origin entrance	30	26.3%
Garry Drive	26	22.8%
Total	114	100.0%

Table 7. Distribution of all Movements by Entrance

Entrance	Total	Percentage
Main entrance	2531	89.8%
Laser-Scan entrance	25	0.9%
Origin entrance	179	6.4%
Garry Drive	83	2.9%
Total	2818	100.0%

Conclusion

Observers of the Science Park might be surprised that the cycle percentage is as high as 10.7%. It doesn't feel like that, because these movements are shared over four entrances.

According to Cambridgeshire County Council's 1996/97 TPP bid, around 20% of all trips in Cambridge are made by bike, as are around 26% of all trips to work in Cambridge. Throughout the County, about 11% of all journeys to work are made by bike.

Nationally, approximately 2% of all journeys are made by bike.

Garry Drive represents a significant contribution (18.9%) to cycle access at the moment, and we expect that this would increase if it were made easier to navigate. Whilst cyclists might be willing to go along Kings Hedges Road to enter at the Regional College, this is too great a distance for pedestrians coming for the Arbury area.

A survey of movements leaving the Science Park one evening would be needed to determine the level of use of the Laser-Scan gate.

We will be keen to compare these numbers with the results from the first *Travel for Work* survey.