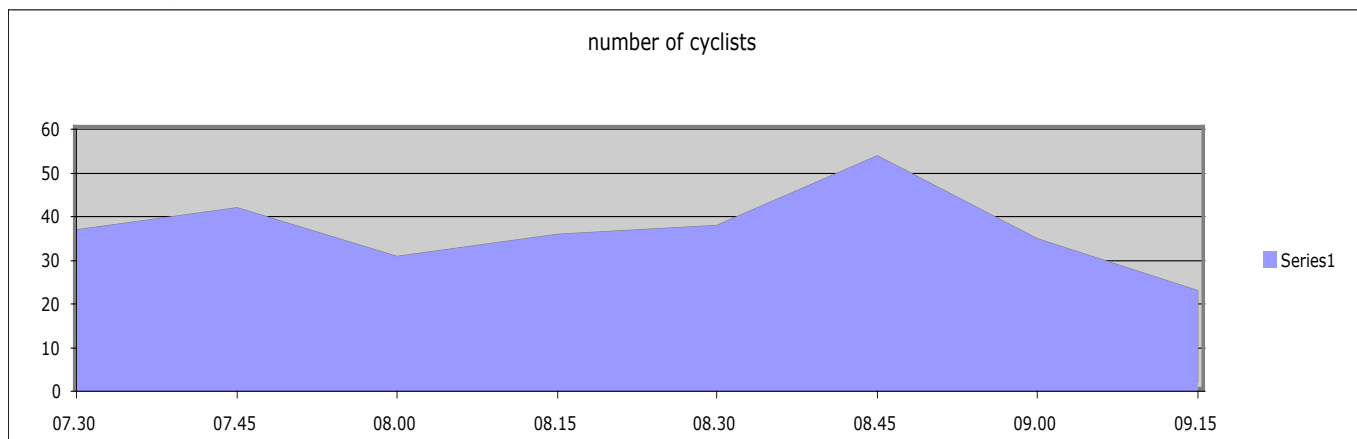




## Number of cyclists per 15 minutes

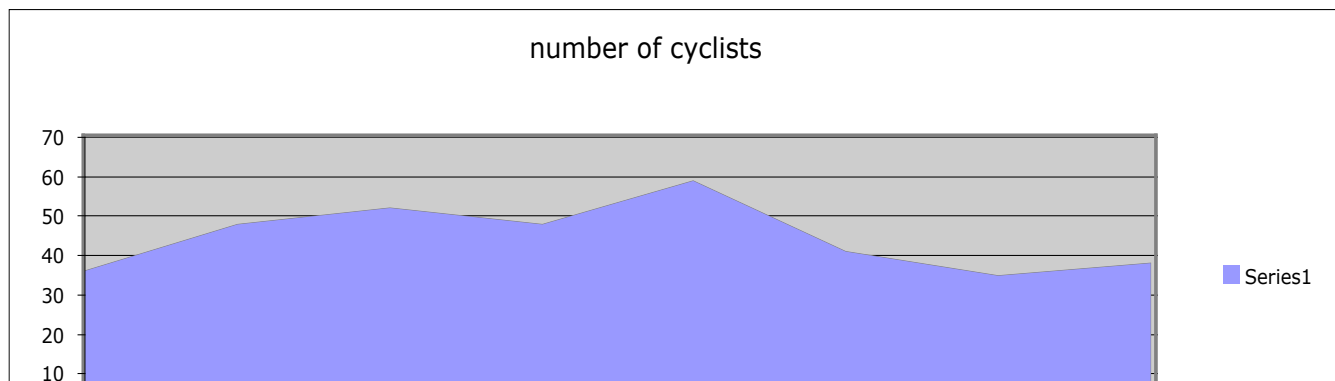
07.30 – 09.30

per quarter hour	07.30	07.45	08.00	08.15	08.30	08.45	09.00	09.15	
number of cyclists	37	42	31	36	36	38	54	35	23



16.25 – 18.25

per quarter hour	16.25	16.40	16.55	17.10	17.25	17.40	17.55	18.10
number of cyclists	36	48	52	48	59	41	35	38



## Bicycle flows

During the day, bicycle flows were high throughout the morning commuter period, and greatest approaching 8.30am, and during the evening period, from 5pm to 5.30pm. The high level of cyclists counted tailed off somewhat, but with continuing flows towards twilight due to the hot weather.

The main directions of travel changed during the course of the day:

Movement directions (number of cycle movements + %)

07.30 – 09.30

From (inward):

Duke Street	83	28%
Kingsway	112	38%
Queen Street	47	16%
St John Street	54	18%

To (outward):

Duke Street	72	25%
Kingsway	54	18%
Queen Street	101	34%
St John Street	69	23%

16.25 – 18.25

To (outward):

Duke Street	113	32%
Queen Street	73	20%
Kingsway	88	25%
St John Street	83	23%

From (outward):

Duke Street	67	19%
Queen Street	83	23%
Kingsway	112	31%
St John Street	95	27%

Overall (4 hours)

To (outward):

Duke Street	185	28%
Queen Street	174	27%
Kingsway	142	22%
St John Street	152	23%

From (outward):

Duke Street	150	23%
Queen Street	130	20%
Kingsway	224	34%
St John Street	149	23%

Use of footpaths and pedestrianised area:

Queen Street and St John Street are pedestrianised, but are consistently used by cyclists as part of the route network, majority not dismounting.

A high % of cyclists used the footpaths in Duke Street & Kingsway, for the 2 x 2 hour periods: 53% : 48%, overall: 50%, an increase in both morning and evening periods compared with the July 2011 count.

- The main route for negotiating the directions between Duke Street & Queen Street and from St John Street to Kingsway is through the traffic light-controlled pedestrian crossing;
- The main route to and from Kingsway and Queen Street & St John Street is along the pavement.

Helmet wearers: 32% of cyclists were observed wearing cycle helmets in the morning period (36% in July 2011), and 28% in the evening period (20% in July 2011), an overall percentage of 30% (27% in July 2011). There were 58 helmet wearers out of 141 cyclists on the Kingsway – Duke Street route, or 41%, a significant increase in helmet use.

Gender of cyclists: 80% [522] male cyclists; 20% [131] female cyclists in both morning and evening periods, an increase compared to July 2011, especially in the morning period. There was a small decrease in the proportion of female cyclists over the previous year (78%: 22% in June 2010), notably 13% in the morning and 20% in the evening.

Comparison with previous survey counts:

07.30 – 09.30

From (inward):	Sept 2011 %		May 2011 %		June 2010 %		June 2009 %		June 2008 %	
Duke Street	83	28	77	33	72	28	91	33	87	32
Kingsway	112	38	78	33	89	35	96	34	107	39
Queen Street	47	16	34	14	44	17	58	21	47	17
St John Street	54	18	46	20	49	19	35	12	32	12
	296		235		254		290		273	

16.30 - 18.30

To (outward):	Sept 2011 %		May 2011 %		June 2010 %		June 2009 %		June 2008 %	
Duke Street	113	32	96	32	90	31	119	38	120	36
Queen Street	73	20	68	23	60	21	100	30	94	28
Kingsway	88	25	89	29	75	26	67	20	73	22
St John Street	83	23	47	16	67	23	48	14	47	14
	357		300		292		334		334	

## Conclusion

The total number of cyclists in the 4-hour period, 653, was greater than previous survey counts, including that of July 2011 (disappointingly affected by rain in the morning period). Both morning and evening totals were records, showing the contribution of the hot, sunny weather, attracting both regular commuters and casual riders. Pedestrian flows in the afternoon were high in the city centre.

Most cyclists responded appropriately to the high pedestrian flows but there remain issues of street furniture at this junction, reducing available space.

The experimental relaxation of cycling prohibition during the morning period (overall prohibition 10am to 4pm) ceased in August 2009. There is no deterrent effect from the re-imposed prohibition of cycling in the morning period in Queen Street; a "de facto" allowance of cycling through all pedestrianised areas.

Street works in St. John Street and the Hayes have been completed. Though cyclists continue to use Queen Street (cycling where pedestrian conditions allow), more cyclists use St. John Street for north <> south journeys than High Street / St. Mary Street. Street works are completed in the High Street but continue in St. Mary Street which, together with restrictions on northbound access, has deterred use of this route, including Duke Street, since 2009.

Use of the footpath to the east of Kingsway is also easier following removal of the barrier.

Any restrictions on cycling throughout the vehicle-restricted areas in future would have a significant effect on access into and through the city centre.

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Surveyor  
September 2011