

Cardiff Cycling Campaign

Report of a Cycle Count

18th July 2014

at the junction of Duke Street – Kingsway – Queen Street – St John Street

Survey aim:

To survey this key junction, in order to generate hard evidence of the demand for better cycling facilities, by:

- o Counting overall cycle traffic flows
- o Identifying the key routes used by cyclists
- o Focusing attention on movement conflicts between cyclists and motor vehicles, and between cyclists and pedestrians
- o Identifying cyclists' gender and whether they use a helmet
- o Comparing the survey results with those of previous years

Date: Friday 18th July 2014

Conditions: The weather was warm, overcast in the morning and sunny in the afternoon, with a light / moderate southerly breeze. Temperature about 15C at 07.30am, rising to about 25C.

There was moderate bus and commercial traffic during the morning peak travel period 08.00 - 09.00 and, over the evening period, 16.30 – 17.30. Use of the cycle racks adjacent to the junction in Queen Street rose from 7 to 13 bikes in the morning, and reducing from around 40 to 30 bikes during the afternoon / evening period.

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	21	44	44	36	38	44	28	27

16.15 – 18.15

per quarter hour	16.15	16.30	16.45	17.00	17.15	17.30	17.45	18.00
number of cyclists	42	45	43	55	39	33	41	34

Bicycle flows

During the day, bicycle flows increased during the morning commuter period, peaking around 07.45 and 08.45, and during the evening period around 17.00, and reducing gradually into the evening. There were minor 'commuting peaks' but also many varied journeys in terms of direction and flow.

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	75	26%
Kingsway	106	38%
Queen Street	45	16%
St John Street	56	20%

To (outward):

Duke Street	63	22%
Kingsway	49	17%
Queen Street	84	30%
St John Street	86	31%

16.15 – 18.15

To (outward):

Duke Street	125	38%
Queen Street	64	19%
Kingsway	85	26%
St John Street	58	17%

From (outward):

Duke Street	66	20%
Queen Street	62	19%
Kingsway	124	37%
St John Street	80	24%

Overall (4 hours)

To (outward):

Duke Street	188	30½%
Queen Street	148	24%
Kingsway	134	22%
St John Street	144	23½%

From (outward):

Duke Street	141	23%
Queen Street	107	17½%
Kingsway	230	37½%
St John Street	136	22%

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: 47% : 40%, overall: 43%; a reduction from the 51% : 48%, overall 48%, for morning and evening periods compared with the May 2013 count.

- The main route for negotiating the directions between Duke Street & Queen Street and from St John Street to Kingsway is through the central pedestrian refuge and light-controlled pedestrian crossings;
- Many cyclists use the pavement between Kingsway / Greyfriars Road and Queen Street & the pedestrianised central area.

Helmet wearers: 41% of cyclists were observed wearing cycle helmets in the morning period (43% in May 2013), and 34% in the evening period (33% in May 2013), an overall percentage of 37% (38% in May 2013; 30% in September 2011). There were 77 helmet wearers out of 164 cyclists on the Kingsway – Duke Street route, or 47%, a reduction from last year but similar to the 47% in July 2012.

Gender of cyclists: 80% [490] male cyclists; 20% [124] female cyclists over the survey period, a similar the percentage of women cyclists compared to that of May 2013; female cyclists 18% in the morning and 22% in the evening periods.

Comparison with previous survey counts:

07.30 – 09.30

	July		May		July		May		Sept	
From (inward):	2014	%	2012	%	2012	%	2011	%	2011	%
Duke Street	75	26	110	35	120	36	134	38	83	28
Kingsway	106	38	110	35	120	36	112	32	112	38
Queen Street	45	16	33	11	45	14	50	14	47	16
St John Street	56	20	58	19	47	14	59	16	54	18
	282		311		332		355		296	

16.30 - 18.30 / 16.15 – 18.15

	July		May		July		May		Sept	
To (outward):	2014	%	2013	%	2012	%	2012	%	2011	%
Duke Street	125	37	150	36	142	36	149	38	113	32
Queen Street	64	19	93	22	84	21	83	21	73	20
Kingsway	85	26	112	27	112	29	102	26	88	25
St John Street	58	18	61	15	52	14	61	16	83	23
	332		416		390		395		357	
	614		727		722		750		653	

Conclusion

The total number of cyclists in the 4-hour period, 614, was considerably less than the 727 counted in May 2013, the 722 counted in July 2012, and the 750 counted in May 2012. However, this count was on the last Friday before the summer holidays and the number of commuters appears to have been lower than in term-time.

The survey showed a continuation of cycling throughout the afternoon / evening period in the city centre, especially in north-south and east-west directions.

Many cyclists were observed walking their bikes and chatting with friends. Pedestrian flows in the afternoon were exceptionally high, with both foreign students groups and graduates attending their ceremonies.

Most cyclists respond appropriately to the high pedestrian flows but there remain issues of street furniture being obstacles at this junction, reducing available space for cyclists to manoeuvre round delivery vehicles (in the morning) and pedestrians (In the afternoon).

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. Potential restrictions on cycling throughout the vehicle-restricted areas would have a significant effect however.

Ken Barker

Surveyor

July 2014