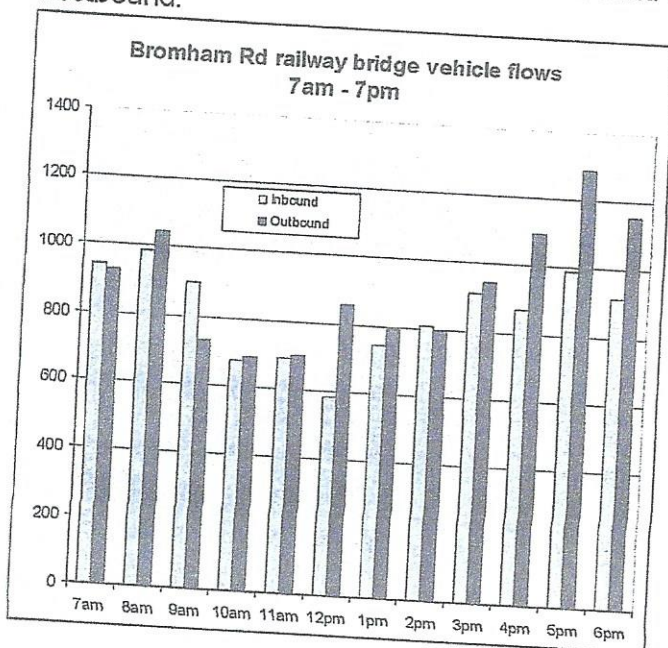


2010 traffic and pedestrian Counts

A dedicated count undertaken from 6.30am to 7.30pm on Tuesday 21st September 2010 found a 13 hour eastbound flow of 10,500 motorised vehicles and a westbound flow of 11,500 motorised vehicles with lorries making up around 2% and buses 1% of traffic. Cyclists made up 1.2% of on road traffic each way.

Peak vehicle flows for the AM peak hours (7.00 -9.00am) there were around 1000 motorised vehicle each way per hour. The PM peak hours (5.00-6.00pm) were highest with 1000 motorised vehicles eastbound and nearly 1300 motorised vehicles westbound.



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Walking and cycling

Over the survey day from 6.30am to 7.30pm, a total of 2000 walkers and cyclists (W&Cs) used the 2 footways, with an almost exact distribution of 1000 W&Cs using the north and the south footway and 500 W&Cs heading eastbound and westbound on each footway. So each footway is used equally heavily. However, the mode share is very different. On the south footway, 90% of users in both directions are pedestrians and only around 10% cyclists. Whereas on the north footway (which links to the cycle track), 66% of users in both directions are pedestrians and 33% are cyclists.

There are signs posted at the east and west start of the north footway, which say "Remember! No cycling on the footway". However, nearly all footway cyclists were actually cycling – 276 cycling as opposed to 20 pushing their bikes. The other option open to cyclists would be to remain on the carriageway. The split on the north footway is around two thirds using the footway (64%) and one third using the roadway (34%). The total flows by direction (rather than which footway is used) are shown below.

East (inbound)			West (outbound)			Total		
On road	On path	Peds	On road	On path	Peds	On road	On path	Peds
128	195	856	150	189	733	278	384	1589
40%	60%		44%	66%		42%	64%	

However, a more detailed analysis of the usage by time shows several peaks. There is a peak of *footway* cyclists outbound between 7am and 8am and a peak of inbound *footway* cyclists between 2pm and 3pm. It is likely this is associated with the high number of children cycling to Biddenham Upper School.

A cycle count for Biddenham Upper School was undertaken on Tuesday 18th September 2007 - 7.15am to 8.05am. This found that there were 88 male children and 44 female children and 8 staff (total 140 cyclists) using Biddenham Turn entrance to the school. Biddenham Upper School has the highest percentage of children cycling in Bedford. The 2010 school survey found that of 1114 pupils, 195 or 18% cycled to the school.

The pedestrian peaks probably also reflect these school flows. In contrast, there are peaks of *on-road* cyclists inbound between 7am and 8am and outbound from 6pm - 7pm. These probably reflect cyclists to and from the rail station with early starters and late returners from London.

This dichotomy exemplifies the needs of 2 types of cyclists – for convenience termed "quiet" cyclists and "quick" cyclists. Quiet cyclists are not happy to share the road with heavy traffic, whereas Quick cyclists are willing to accept the discomfort of sharing with traffic for the advantages of speed. Any solution should seek to benefit both types, or at least not disadvantage either group.

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