

## Does Bourne Need A Bypass?

Bourne is situated in the East of England in the county of Lincolnshire, north of Peterborough on the A15 road (see Figs 10-13), so it does get a lot of traffic. It is a town where lots of people go through to get to Peterborough, a large city with lots of businesses. One possible solution to reduce the traffic is to build a bypass.

In the study I have conducted I intend to determine whether Bourne needs a bypass or not.

I will investigate how many cars come into Bourne from Morton at the Tesco garage, how many cars come into Bourne from Peterborough at Cherry Holt Road, how many cars come into Bourne from Stamford at Beech Avenue, and how many cars come into Bourne at Spalding Road (1,2,3 and 4 on Fig 14). I will compose a questionnaire, which will take place at Sainsbury's and Budgens (5 and 6). Finally I will count the number of cars and spaces at 6 main car parks around the center of Bourne (7,8,9,10,11 and 12).

I think Bourne does need a bypass because there is a lot of through traffic and congestion at the main traffic lights. In my opinion Bourne would benefit from a bypass, there would be less lorries and cars making the air cleaner, reduce noise, and danger of accidents. However in the morning there is always a large traffic jam, which a bypass would not sort out because the traffic is going to and from various schools in the area.

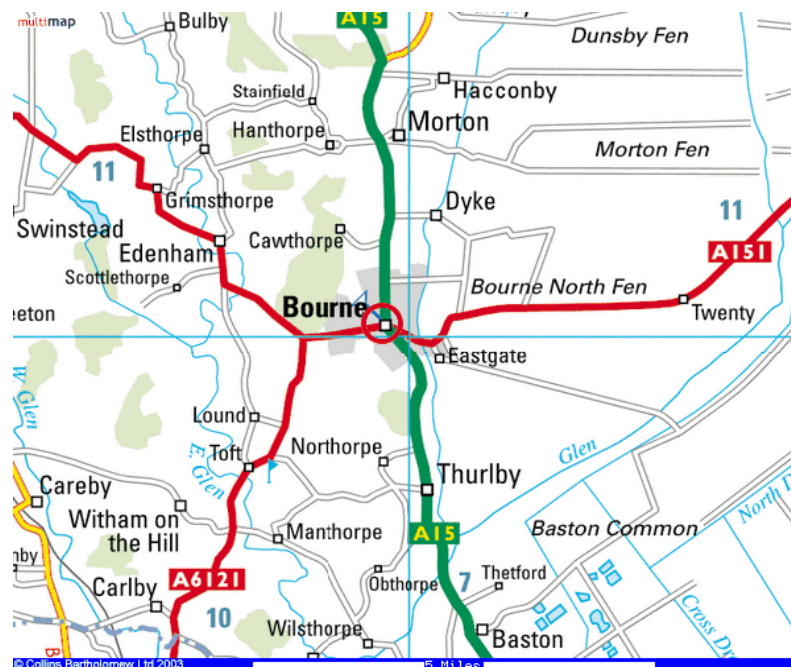


Figure 1 shows the number of cars coming into Bourne at lunch time 13:00 – 13:30 and at the rush hour 17:30 – 18:00 at Cherry Holt Road.

Figure 2 shows the number of cars coming into Bourne at lunch time 13:00 – 13:30 and at the rush hour 17:30 – 18:00 at North Road.

Figure 3 shows the number of cars coming into Bourne at lunch time 13:00 – 13:30 and at the rush hour 17:30 – 18:00 at Spalding Road.

Figure 4 shows the number of cars coming into Bourne at lunch time 13:00 – 13:30 and at the rush hour 17:30 – 18:00 at West Road.

Generally there are more cars coming into Bourne during the peak periods where everyone is going to or coming from work, and it seems Bourne would benefit from a bypass if half the people going through Bourne don't live there.

Figure 5 shows the 6 car parks roughly in the center of Bourne and their usage. It gives a rough idea of how much through traffic there is.

There are approximately 1450 cars coming into Bourne a day and 583 spaces in total over the 6 car parks, of which 433 are being used at a certain time. If I take away the number of used spaces from the total of cars Bourne has roughly 1017 through vehicles a day.

There is an obvious pattern between figures 1,2,3 and 4, in that between 13:00 and 13:30 there are significantly fewer cars than between 17:30 and 18:00. This trend has developed because most people are at work at 13:00, and finish around 17:00, it seems to me that the majority of people have 9-5 jobs and the roads are busier when they are traveling home.

Figures 7, 8 and 9 are photos showing traffic jams and road blockages.

I have also compiled a survey that took place outside Sainsbury's and Budgens. It is not very accurate as I only asked 28 people, but my results were quite clear.

- Most people who I asked live in Bourne. 16/28.

- Most people say it is the closest place to do their shopping. 17/28. However 11 people shop in Bourne because they think it is better quality.
- 50% of the people I asked thought there are too much through traffic.
- 21/28 thinks Bourne needs a bypass. 7 don't.

From the data collected during the course of this study it is apparent that Bourne doesn't need a bypass. I have drawn this conclusion by conducting; surveys, traffic counts, and car park counts. As there is 583 car park spaces and I recoded 450 cars I don't think it is necessary for Bourne to have a bypass.

## EVALUATION

I think my study was a success however I could have used better methodology than I did. This could have led to inaccurate results of the number of cars and the survey, and the conclusion I have made will have an extent of questionable viability.

I could have taken more results for the number of cars, the survey and used all of the car parks in Bourne rather than a select group.

If I had done this I would have had more evidence to back up my conclusion.

If I were to do this again I would make several improvements:

- Recoded the types of vehicle so I could work out the road capacity.
- Taken a larger Traffic count.
- Used more people in the survey.
- Get some more people to help with the traffic count to see how many cars go in to and out of Bourne in an hour at peak and quiet times.