

## Executive Summary – Overview of all Tranche One Schemes.

Scheme Locations: A286 Chichester ring road. Albion Way – Horsham. A24 – Worthing. A22 London Road – East Grinstead. Three Bridges & Pound Hill – Crawley. A270 – Shoreham.

Scheme Scope: The pop-up cycle lanes were a Government-led initiative in response to Covid-19. The introduction of social distancing meant that public transport capacity was greatly reduced and car sharing with people from other households was strongly discouraged. WSCC were awarded £781k to deliver this work as part of the EATF Tranche 1 to deliver temporary cycle lanes within a very challenging DfT set timescale

Delivery Commenced: 27<sup>th</sup> July 2020

All Schemes Opened: 25<sup>th</sup> September 2020

Indicative Cost: Exact cost still to be confirmed.

### **Introduction:**

In May the government announced £2 billion of new funding for walking and cycling over the next 5 years, with £225 million specifically allocated to the Emergency Active Travel Fund (EATF).

In all 7 trial popup cycle lanes were introduced around the county. Broad conclusions from the trials are as follows:

- There are no noted increases in air pollution in monitored areas.
- Despite many concerns about congestion, and there were certainly occasions when congestion did occur, generally the schemes performed adequately in respect of journey times and vehicle speeds. It should be noted that congestion occurred on occasions prior to C19 and installing the cycle schemes.
- Whilst initial cycling figures were initially reasonable, numbers fell potentially due to weather and seasonal changes.
- Whilst temporary cycle facilities work well on road links, for the most part it is not possible to install successful temporary facilities at roundabouts or signals. Those works that were installed tended to delay traffic and not serve cyclists well.
- Emergency service vehicle access was often cited as a cause of concern. The emergency services themselves did not report serious issues however did express concerns about the potential for delay during periods of heavy traffic particularly as a result of the roundabouts in the Worthing scheme.
- Obstructive and unsafe parking in the 'pop-up' cycle lanes.
- Residents' concerns about delivery and access to their property.
- There were initial issues with the installation of the cycle counter loops which required further calibration to ensure they were operating properly.
- Current street cleansing and sweeping vehicles had trouble accessing the cycle paths. The County Council worked with colleagues at the district and borough authorities to seek pragmatic solutions.
- Some issues were identified by waste collection services in terms of accessibility.

- Some interference with highway signage was noted that required repeat site visits to rectify.
- The schemes required regular inspection to ensure site safety and consequently, it was necessary to carry out bespoke design modifications and replace damaged infrastructure;
- Multiple complaints, queries and comments were received from motorists and residents that absorbed a significant amount of officer time to manage relating to perceived blue light vehicle accessibility; air pollution; residential deliveries; reduced access to retail areas; congestion and delays.
- Letters etc of support were also received albeit small in number.
- It was necessary to respond to, and manage, social media communications.

#### **F&RS, SECAMB and Police Consultation:**

We remain in regular contact with all three emergency services and are closely monitoring the impact on blue light services.

The Emergency Services have been invited to sit on the weekly 'Safe Space' working group. Some concerns have been raised that response times may be hindered due to the implementation of the pop-up cycle schemes and we are continuing to closely work alongside the emergency services to monitor this. West Sussex County Council have confirmed that emergency services responding under blue light emergency may use the temporary cycle lanes in Chichester, Worthing and Horsham where they are wide enough to accommodate them.

Although concerns have often been raised by the public regard emergency vehicle being unable to navigate the scheme at busy periods this does not reflect the regular feedback from the Emergency Services, though they do highlight specific areas in Worthing that are more difficult to navigate.

Safe space working group meetings are held every Thursday, with representatives from the ambulance service confirming that there have been no specific concerns on any of scheme in previous 7 days

#### **Casualty Data Review:**

Casualty data was reviewed before design and implementation of all the route to compare with data for the duration of the routes whilst live. Collision data currently not available for September and October. Once the data is received a study will be undertaken to compare the two periods albeit it should be noted that schemes typically require at least a year post implementation to provide meaningful results.

#### **Safety Assessment & Inspections Review:**

Road Safety Reviews were undertaken by a qualified Road Safety Audit team. The reports were carried out between the 22<sup>nd</sup> September and the 7<sup>th</sup> October.

All the schemes have been subject to an independent safety review process during their development. The scheme designs were assessed prior to their construction and a post opening review following their installation. The post opening review included a site visit during which the road safety auditors cycled and drove the routes. The site visits also involved a representative from Sussex Police and the WSCC Cycling Development Officer.

No significant issues or unresolvable concerns have been identified during the safety assessments. Some minor design adjustments have already been actioned. Other issues raised will be considered for action once a decision on the schemes has been made.

### Air Quality Monitoring:

Across all the schemes where we have air quality monitoring data available, The hourly average concentrations of nitrogen dioxide remain well below the UK limit/standard of 200 µgm<sup>-3</sup> and remains in line with previous years air quality at the location.

### Maintenance and Repair Costs:

Unit Rate / Day Rate	Total Cost
Unit Rate - £35 Day Rate - £735	£2030

### Stakeholder Consultation Process:

Due to the limited time available as set out in the grant conditions, it was not possible to undertake wider public consultation. The Traffic Management Act 2004 was amended to enable swift implementation of these emergency works. Consequently, consultation was limited to key stakeholders including, West Sussex and District/Borough Council Members; emergency services; bus operators; freight services and key WSCC officers. It was expected that District and Borough officers would undertake the necessary internal consultation with their own Members.

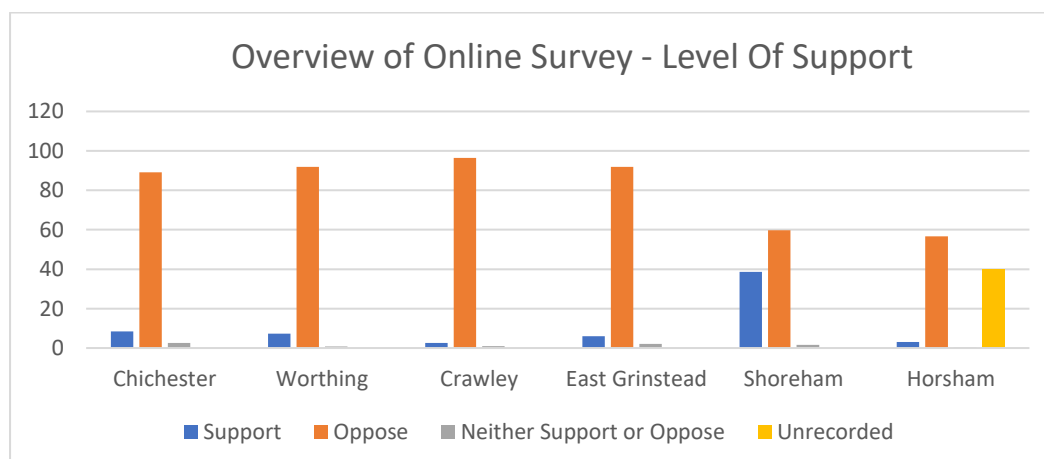
WSCC Members were consulted on schemes within their area as follows:

Location	Initial Design Consultation	Keeping You Informed Final Design
Chichester	16/07/2020	16/07/2020
Worthing	16/07/2020	17/07/2020
Crawley (2 Schemes)	28/07/2020	28/08/2020
East Grinstead	28/07/2020	26/08/2020
Shoreham	28/07/2020	02/09/2020
Horsham	28/07/2020	08/09/2020

### Feedback from District and Borough Councils:

Chichester District, Mid Sussex District, Crawley Borough, Worthing and Adur Borough and Horsham District Councils were all engaged through nominated officers.

Overview of Online Survey Data - Across all Schemes:



**Individual Reports are available for all schemes, showing full data and breakdowns, but below is a summary of each full report:**

**Initial Findings – Chichester:**

- Initial data of cycle use across these routes indicate a general increase in number of cyclists using the cycle lanes, with minimal changes to the total number of vehicles travelling through the same areas. The data collected shows the cycle lane use at site 85, along the Avenue De Chartres in Chichester, which has seen an increasing number of cyclists using the scheme:
- Air quality results remained similar to previous years, with no signs of greater pollution from congestion
- The mean vehicle speeds through the monitored areas, over a 24-hour period are unchanged by the scheme.
- Traffic Flow Data - Site 85: Avenue de Chartres: Shared Bus/Cycle Lane and Traffic in each direction. Traffic flow counts have been used to determine the number of vehicles using the vehicle lane alongside the pop-up cycle lane. Site 85, along Avenue de Chartres (Northbound and Southbound combined) typically sees an average of 11,200 vehicles using this road every day. with no evidence of vehicle numbers changing from the introduction of the scheme, but an increase in vehicles from September as school journeys resumed.
- Traffic Flow Data - Site 86, along Oaklands Way (Eastbound and Westbound combined) typically saw 19,100 vehicles using the road each day. On Avenue de Chartres, a slight increase was observed in vehicle numbers from the week commencing 7<sup>th</sup> September, which is likely to coincide with schools reopening across the city. The cycle lanes do not appear to be affecting the number of vehicles using the road.
- As with vehicle counting, it was paramount to capture the number of cyclists using the pop-up cycle lanes. As mentioned previously, there are concerns around the counter loops used in the cycle lanes as it is possible for cyclists to use the lane but not cycle over the counting loops. This is an issue that is currently being discussed and resolved with the counter loop installers. It is likely that the true cyclist figures will increase with new fitment of loops covering the entire cycle lane.
- Cycle Count Data - Site 85: Avenue de Chartres: Shared Bus/Cycle Lane and Traffic in each direction. The increase in cyclists following the opening of the lane on the 24<sup>th</sup> of August, appears to be evident with the current data obtained. The numbers of cyclists per week utilising this part of the scheme increased from approximately 220 per week to up to 426 per week, during the week commencing 7<sup>th</sup> September.
- Cycle Count Data - Site 86: Oaklands Way: Cycle Lane and Traffic Lane in each direction. The increase in cyclists following the opening of the lane on the 24<sup>th</sup> of August, appears to be evident with the current data obtained. The numbers of cyclists per week utilising this part of the scheme increased from approximately 250 cyclists per week to up an average of 406 per week, over the last four weeks, from 31<sup>st</sup> August to the 27<sup>th</sup> September. Following improvement to the cycle count calibration this has shown a threefold increase in cycle use.
- Officer Drive Through Recorded Data - Average journey times and speeds through the scheme during busy times still appeared to be within an expected range.
- Total Cyclists within the scheme boundaries over the 18 runs was 195.

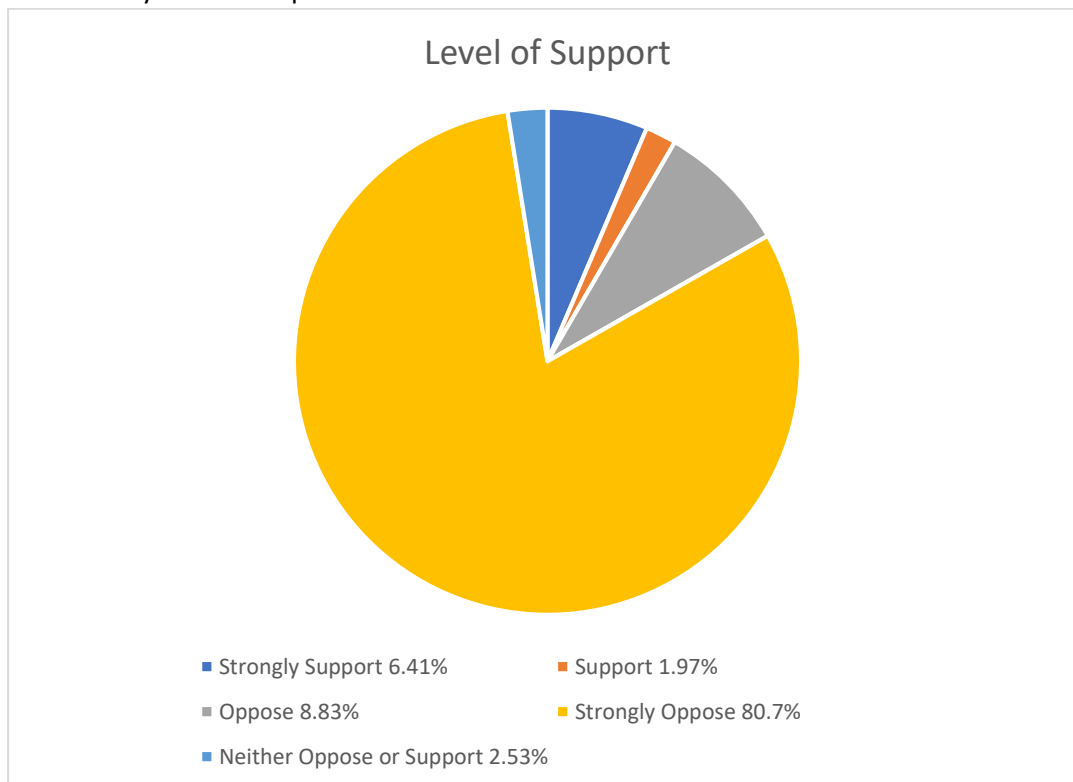
<b>Fastest</b>	<b>Distance (miles)</b>	<b>Time (mins)</b>	<b>Time (seconds)</b>	<b>Speed (mph)</b>
<b>08:00 - 09:00 Northbound</b>	1.3	3	44	20.9

<b>08:00 - 09:00 Southbound</b>	1.1	3	25	19.3
<b>17:00 - 18:00 Northbound</b>	1.3	3	35	21.8
<b>17:00 - 18:00 Southbound</b>	1.1	3	31	18.8
<b>Average</b>				
	Distance (miles)	Time (mins)	Time (seconds)	Speed (mph)
<b>08:00 - 09:00 Northbound</b>	1.3	4	33	17.1
<b>08:00 - 09:00 Southbound</b>	1.1	4	50	13.7
<b>17:00 - 18:00 Northbound</b>	1.3	4	55	15.9
<b>17:00 - 18:00 Southbound</b>	1.1	4	40	14.1
<b>Slowest</b>				
	Distance (miles)	Time (mins)	Time (seconds)	Speed (mph)
<b>08:00 - 09:00 Northbound</b>	1.3	5	45	13.6
<b>08:00 - 09:00 Southbound</b>	1.1	8	15	8.0
<b>17:00 - 18:00 Northbound</b>	1.3	7	28	10.4
<b>17:00 - 18:00 Southbound</b>	1.1	5	46	11.4

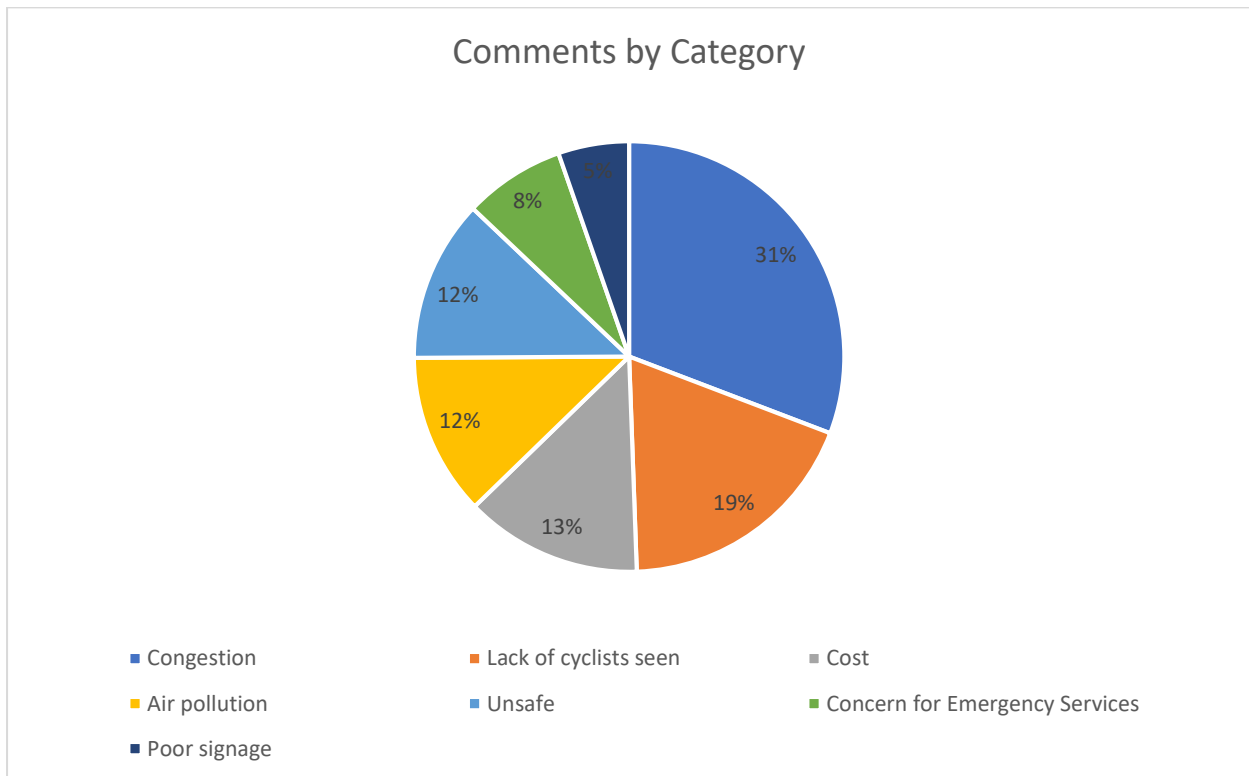
- Speed Data - The speed limit throughout the area affected by the cycle lane has been reduced from 30 mph to a temporary speed limit of 20 mph. The data captured from the Avenue de Chartres vehicle lanes has showed that the mean speed (across a 24 hour period) throughout the Northbound and Southbound lanes has remained similar, changing from an average of 32 mph to 31 mph after the scheme was introduced. Similarly, for Site 86, Oaklands Way, the mean vehicle speed has remained constant, 28 mph Eastbound and 24 mph Westbound.

Chichester Online Survey Data – Overview.

- 2684 Surveys were completed online.



In addition to the online survey, 179 customers contacted us directly through email. Of these only 6 respondents support the scheme. As with the online survey comments were broken down into categories, both the online survey and direct comments reflected the same views.



**Initial Findings – Worthing:**

- Air quality results remained similar to previous years, with no signs of greater pollution from congestion
- Following re-phasing the traffic lights along the scheme corridor the traffic flow improved to near normal speeds.
- Initial data collections of cycle use across these routes indicate that the number of cycle movements across the cycle lanes initially remained relatively stable following the introduction of the pop-up cycle lanes, with minimal changes to the total number of vehicle movements through the same areas. However, more recent weeks suggest a decline in cycle numbers recorded.
- The mean vehicle speeds through the monitored areas, over a 24-hour period are unchanged by the scheme.
- The pop-up cycle routes align with their strategic policy objectives and the Worthing cycle route is identified as a primary route in the Adur & Worthing LCWIP (Local Cycling and Walking Infrastructure Plan). Regarding the Worthing scheme, the Group strongly support the scheme but feel that some aspects should be redesigned, including the removal of interventions at roundabouts.
- Worthing does not have a real-time air quality monitoring station on the pop-up cycle route. Nitrogen dioxide is usually monitored using diffusion tubes on lamp columns, so there is typically a delay in analysing the concentrations from these tubes.

- Traffic Flow Data - Site 3250: Broadwater Street West - Cycle Lane and Traffic Lane in each direction: Traffic flow counts have been used to determine the number of vehicle movements alongside the pop-up cycle lane. Site 3250, along Broadwater Street West typically sees an average of 19,000 vehicle movements using this road during weekdays, 20,000 vehicle movements on Saturdays and approximately 14,500 vehicle movements on Sundays. The graph below details the change in vehicle movements using this road, with minimal changes in road vehicle numbers since the scheme was introduced. A gradual decline in road traffic throughout September was evident prior to the introduction of the pop-up cycle lane scheme.
- Traffic Flow Data - Site: 87 Broadwater Road - Cycle Lane and Traffic Lane in each direction. Site 87, along Broadwater Road typically sees 18,500 vehicle movements using the road each day, except for Sunday, with vehicle movements averaging approximately 15,000. The cycle lanes do not appear to be affecting the number of vehicle movements using the road.
- Traffic Flow Data - Site: 88 Chapel Road - Cycle Lane and Traffic Lane in each direction Site 88, along Chapel Road typically sees 18,500 vehicle movements using the road each day, with traffic volumes peaking on Saturdays, with 20,500 vehicle movements and declining on Sundays, with 15,000 vehicle movements. The cycle lane does not appear to be affecting the number of vehicle movements on this road.
- Cycle Counts Data - As with vehicle counting, it was paramount to capture the number of cycle movements using the pop-up cycle lanes across the sites in Worthing. Following damage of the cycle counting loops by SGN, no northbound cycle readings were able to be taken from Site 87, on Broadwater Road.
- Cycle Count Data - Site 3250 Broadwater Street West - Cycle Lane and Traffic Lane in both directions. The numbers of cycle movements per week across this part of the scheme have remained relatively stable at approximately 3,000 cycle movements per week.
- Cycle Count Data - Site: 87 Broadwater Road - Cycle Lane and Traffic Lane in each direction. The number of cycle movements per week across this part of the scheme has decreased slightly from 1,500 cycle movements per week to 1,300 cycle movements per week.
- Cycle Count Data - Site: 88 Chapel Road - Cycle Lane and Traffic Lane in each direction. The number of cycle movements per week across this part of the scheme appears to have decreased from 2,500 cycle movements per week to 1,700 cycle movements per week.
- Drive Through Data (Recorded between 15<sup>th</sup> September and 18<sup>th</sup> September) The total number of cyclists recorded within the scheme boundaries over the 34 runs was 573.
- Average journey times and speeds through the scheme during busy times still appear to be within a range that might be expected. This small sample size considered to be representative of journey times at these times of the day. The table below shows actual average vehicle speed and journey times taken from a series of recent timed runs.

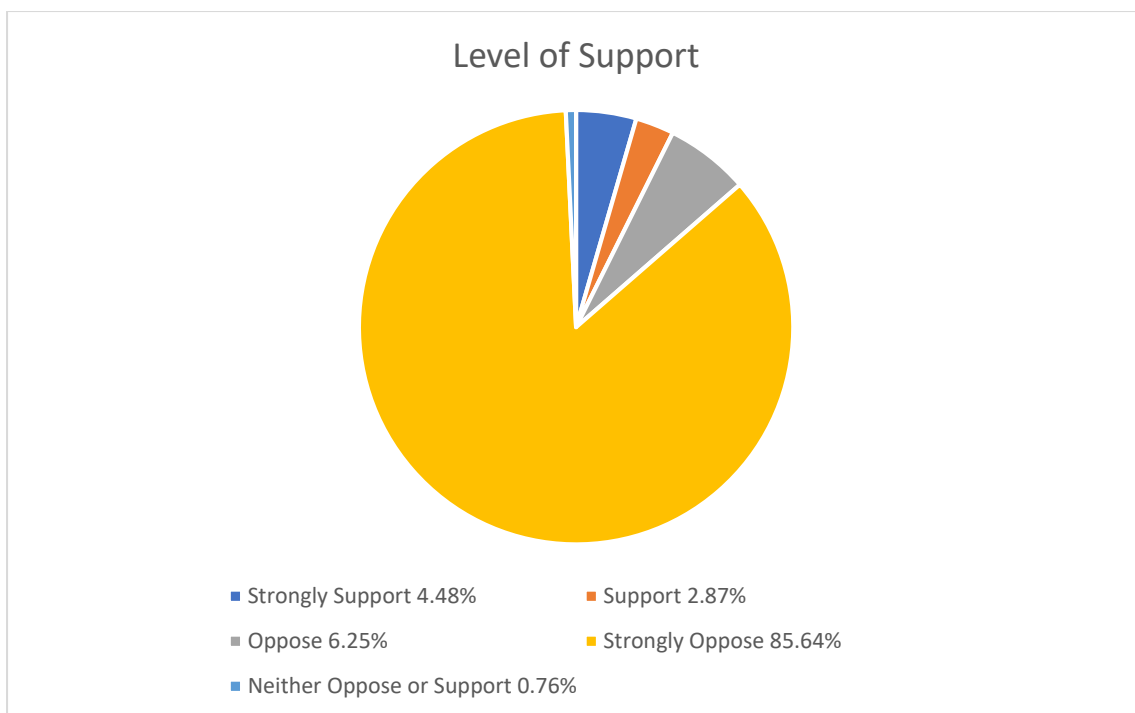
<b>Fastest</b>	<b>Distance (miles)</b>	<b>Time (mins)</b>	<b>Time (seconds)</b>	<b>Speed (mph)</b>
<b>08:00 - 09:00 Northbound</b>	1.8	6	01	17.95
<b>08:00 - 09:00 Southbound</b>	1.8	5	44	18.84
<b>17:00 - 18:00 Northbound</b>	1.8	5	12	20.77
<b>17:00 - 18:00 Southbound</b>	1.8	4	52	22.19
<b>Average</b>	<b>Distance (miles)</b>	<b>Time (mins)</b>	<b>Time (seconds)</b>	<b>Speed (mph)</b>
<b>08:00 - 09:00 Northbound</b>	1.8	7	58	13.56
<b>08:00 - 09:00 Southbound</b>	1.8	8	45	12.34

<b>17:00 - 18:00 Northbound</b>	1.8	7	48	13.85
<b>17:00 - 18:00 Southbound</b>	1.8	6	33	16.49
<b>Slowest</b>				
<b>08:00 - 09:00 Northbound</b>	1.8	10	13	10.57
<b>08:00 - 09:00 Southbound</b>	1.8	10	53	9.92
<b>17:00 - 18:00 Northbound</b>	1.8	11	12	9.64
<b>17:00 - 18:00 Southbound</b>	1.8	7	45	13.94

- Speed Data - The speed limit throughout the area affected by the cycle lane has been reduced from 30 mph to a temporary speed limit of 20 mph via a TTRO. The data captured from Broadwater Street West vehicle lanes has indicated the mean speed (across a 24-hour period) throughout the Northbound and Southbound lanes has remained consistent at 25 mph. Similarly, for Site 87, Broadwater Road, the mean vehicle speed has remained consistent at 24 mph and across Chapel Road, speeds remained consistent at 22 mph.

Online and Direct contact survey results:

The Online survey generated 1985 responses:

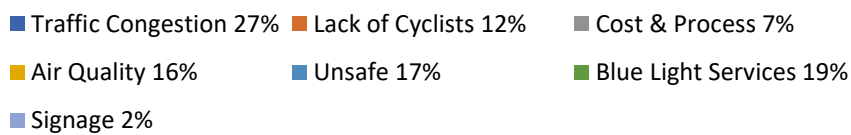
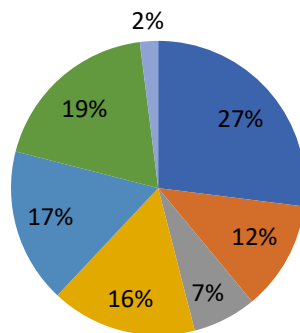


In addition to the online survey, 271 customers contacted us directly through email. Of these only 8 respondents support the scheme.

As with the online survey comments were broken down into categories, both the online survey and direct comments reflected the same views.



## Breakdown of Comments for Worthing Pop-Up Scheme



### Initial Findings – Crawley – Both Schemes:

- The EATF Crawley Pop-Up Cycle Lane scheme consists of two routes across Crawley. The first route is between Three Bridges Station to Manor Royal, with the second between Pound Hill to Crawley Town Centre
- Initial data collections of cycle use across these routes indicate that the number of cycle movements across the cycle lanes has remained relatively stable in some areas and has decreased across other areas since the introduction of the pop-up cycle lanes, with minimal changes to the total number of vehicle movements through the same areas.
- Air quality results remained similar to previous years, with no signs of greater pollution from congestion
- The mean vehicle speeds through the monitored areas, over a 24-hour period are unchanged by the scheme
- Crawley Borough Council would like to see the pop-up cycle routes retained with some improvements. They support the ambitions of the schemes to create a safe space to enable an increase in cycling across Crawley. The route aligns with CBC New Directions for Crawley transport strategy and the emerging LCWIP.
- Crawley Borough Council suggested improvements include improved signage of the new 30mph speed limit, the connection of the two schemes currently in place and the transition from temporary to a permanent cycle route.
- Crawley Borough Council have stated that the scheme does not appear to be significantly impacting vehicle queueing. The queues that have been observed are largely similar to normal and are primarily caused by increases in traffic to pre-lockdown levels, particularly on wet days.
- Traffic Flow Data - Site 89: Hazelwick Avenue - Cycle Lane and Traffic Lane in each direction. Traffic flow counts have been used to determine the number of vehicle movements using the

vehicle lane alongside the pop-up cycle lane. Site 89, along Hazelwick Avenue typically sees an average of 16,000 vehicle movements using this road during weekdays, 17,000 vehicle movements on Saturdays and approximately 11,000 vehicle movements on Sundays, with minimal changes in road vehicle movements since the scheme was introduced.

- Traffic Flow Data - Site: 92: Haslett Avenue East - Cycle Lane and Traffic Lane in each direction. Site 92, along Haslett Avenue East typically sees 24,000 vehicle movements using the road each day, except for Sundays, with vehicle movements averaging approximately 17,500. The cycle lanes do not appear to be affecting the number of vehicle movements on the road.
- Cycle Count Data - As with vehicle movement counting, it was paramount to capture the number of cycle movements across the pop-up cycle lanes in Crawley. Site 89 Hazelwick Avenue - Cycle Lane and Traffic Lane in each direction. The number of cycle movements per week utilising this part of the scheme has dropped from a peak of 1,000 cycle movements per week in the week of the 14<sup>th</sup> October, to approximately 650 cycle movements per week in most recent figures.
- Cycle Count Data - Site: 92 Haslett Avenue East - Cycle Lane and Traffic Lane in each direction. The numbers of cycle movements per week in this part of the scheme has fluctuated between 640 and 440 cycle movements per week
- Drive Through Data (Recorded between 22<sup>nd</sup> September and 25<sup>th</sup> September 2020)  
Drive Through Data – Hazelwick Avenue – Crawley Scheme 1

Total cyclists within the scheme boundaries over the runs was 137

Journey times and speeds through the scheme during busy times still appear to be within a range that might be expected. The table below shows actual average vehicle speed and journey times taken from a series of recent timed runs.

Fastest	Distance (miles)	Time (mins)	Time (seconds)	Speed (mph)
08:00 - 09:00 Northbound	0.5	0	44	41
08:00 - 09:00 Southbound	0.5	0	50	36
17:00 - 18:00 Northbound	0.5	0	51	36
17:00 - 18:00 Southbound	0.5	1	03	29
Average	Distance (miles)	Time (mins)	Time (seconds)	Speed (mph)
08:00 - 09:00 Northbound	0.5	1	17	23
08:00 - 09:00 Southbound	0.5	1	18	23
17:00 - 18:00 Northbound	0.5	1	36	19
17:00 - 18:00 Southbound	0.5	1	07	27
Slowest	Distance (miles)	Time (mins)	Time (seconds)	Speed (mph)
08:00 - 09:00 Northbound	0.5	2	18	12
08:00 - 09:00 Southbound	0.5	2	24	13
17:00 - 18:00 Northbound	0.5	1	55	16
17:00 - 18:00 Southbound	0.5	3	05	10

- Scheme 2 Haslett Avenue  
Total Cyclists within the scheme boundaries over the runs was 171.

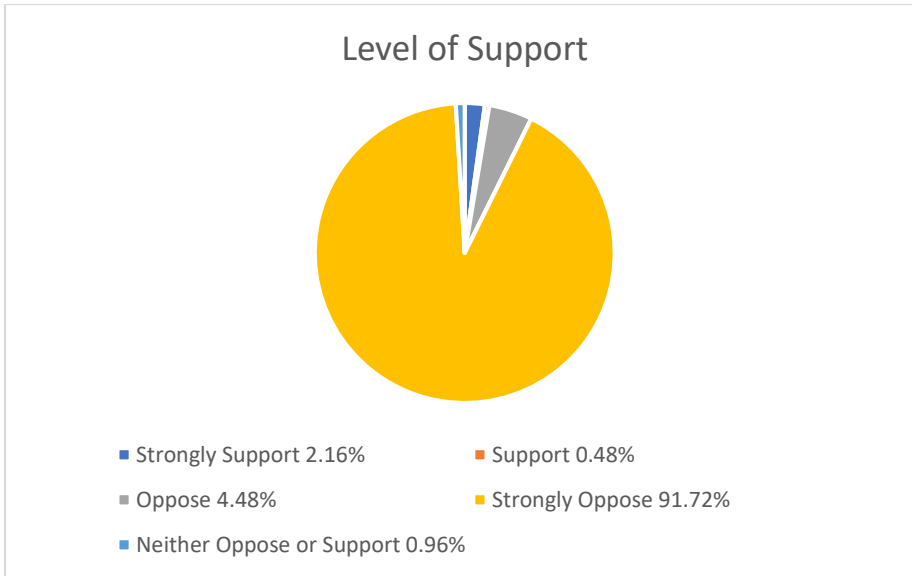
Journey times and speeds through the scheme during busy times still appear to be within a range that might be expected. The table below shows actual average vehicle speed and journey times taken from a series of recent timed runs.

<b>Fastest</b>	<b>Distance (miles)</b>	<b>Time (mins)</b>	<b>Time (seconds)</b>	<b>Speed (mph)</b>
<b>08:00 - 09:00 Eastbound</b>	1.72	4	29	23
<b>08:00 - 09:00 Westbound</b>	1.72	4	45	22
<b>17:00 - 18:00 Eastbound</b>	1.72	4	48	22
<b>17:00 - 18:00 Westbound</b>	1.72	4	11	25
<b>Average</b>				
<b>Average</b>	<b>Distance (miles)</b>	<b>Time (mins)</b>	<b>Time (seconds)</b>	<b>Speed (mph)</b>
<b>08:00 - 09:00 Eastbound</b>	1.72	6	55	15
<b>08:00 - 09:00 Westbound</b>	1.72	6	23	16
<b>17:00 - 18:00 Eastbound</b>	1.72	6	00	17
<b>17:00 - 18:00 Westbound</b>	1.72	7	16	14
<b>Slowest</b>				
<b>Slowest</b>	<b>Distance (miles)</b>	<b>Time (mins)</b>	<b>Time (seconds)</b>	<b>Speed (mph)</b>
<b>08:00 - 09:00 Eastbound</b>	1.72	12	35	8
<b>08:00 - 09:00 Westbound</b>	1.72	10	40	10
<b>17:00 - 18:00 Eastbound</b>	1.72	8	01	13
<b>17:00 - 18:00 Westbound</b>	1.72	10	08	9

- Speed Data - The speed limit throughout the area affected by the cycle lane has been reduced from 30 mph to a temporary speed limit of 20 mph. The data captured from Hazelwick Avenue vehicle lanes has showed that the mean speed (across a 24-hour period) throughout the Northbound and Southbound lanes has remained constant at approximately 30 mph.
- Speed Data - Similarly, for Site 92, Haslett Avenue East, the mean vehicle speed has remained constant at 32 mph Eastbound and 34 mph Westbound.

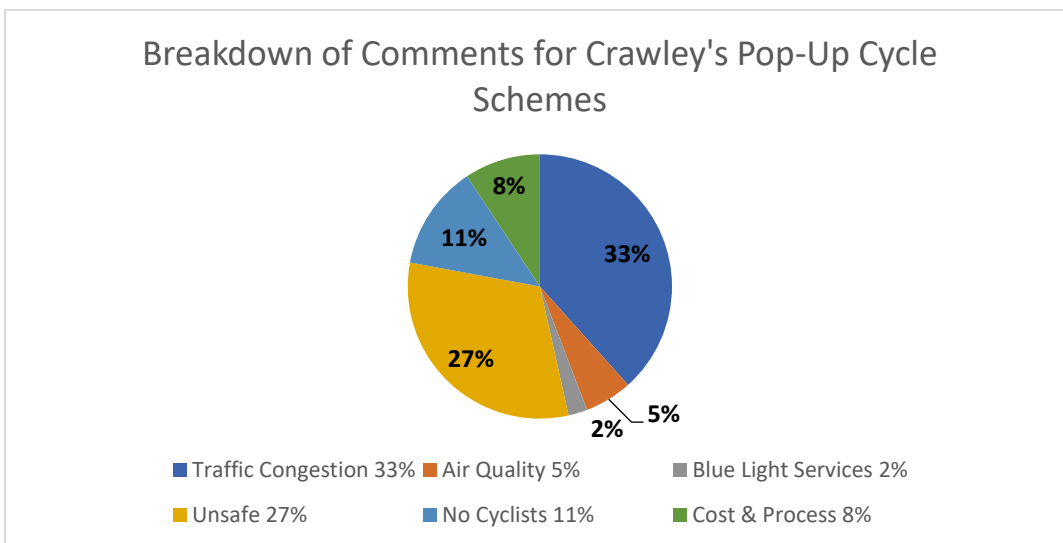
Online Survey and Direct Consultation Responses:

The online survey generated 1667 Responses here were 1667 responses to this question.



In addition to the online survey, 84 customers contacted us directly through email. Of these only 3 respondents support the scheme.

As with the online survey comments were broken down into categories, both the online survey and direct comments reflected the same views.



#### Initial Findings – East Grinstead

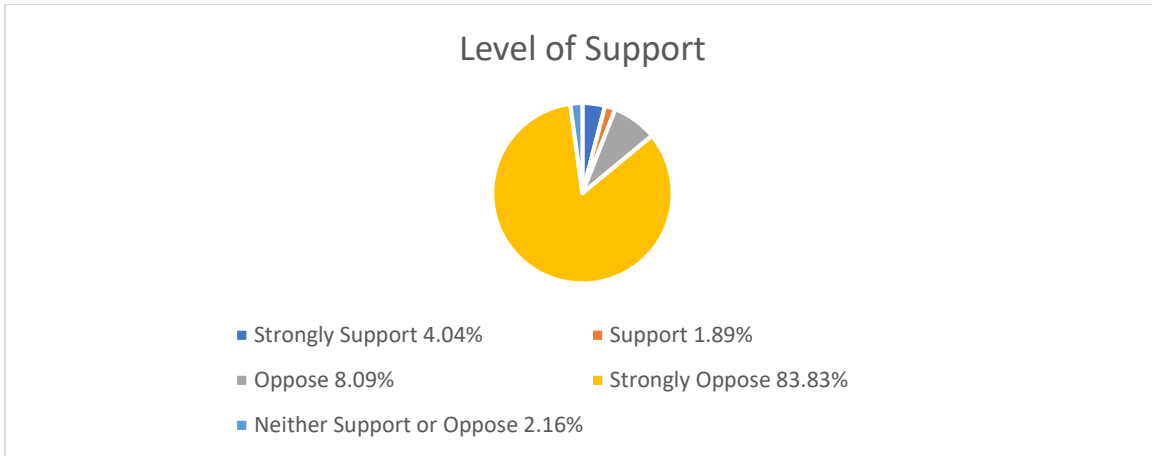
- Initial data of cycle use across these routes indicate a general increase in number of cyclists using the cycle lanes, with minimal changes to the total number of vehicles travelling through the same areas.
- West Sussex County Council are yet to receive the latest air quality data from East Grinstead, however it is not anticipated that the pop-up cycle scheme has negatively impacted on the air quality in the area.
- Traffic Flow Data - Traffic flow counts have been used to determine the number of vehicles using the vehicle lane alongside the pop-up cycle lane. Site 04, along London Road typically sees an average of 26,500 vehicles using this road during weekdays and Saturdays with 19,000 vehicles typical for Sundays. Similarly, for Site 96 on London Road, vehicle numbers across the week has remained at similar levels since the scheme was introduced.

- Cycle Count Data - Site 04 – London Road (near Felbridge Hotel) The numbers of cyclists per week utilising this part of the scheme has dropped from a peak of 839 cyclists per week in the week of the 12<sup>th</sup> October, to approximately 670 cyclists per week in most recent figures.
- Cycle Count Data - Site 96 – London Road (near Felbridge Close) The numbers of cyclists per week utilising this part of the scheme has dropped from a peak of 508 cyclists per week in the week of the 5<sup>th</sup> October, to approximately 300 cyclists per week in most recent figures.
- Speed Data - The speed limit throughout the area affected by the cycle lane has been reduced from 30 mph to a temporary speed limit of 20 mph. The data captured from the London Road vehicle lanes has showed that the mean speed (across a 24-hour period) throughout the Northbound and Southbound lanes has remained constant at approximately 28 mph for both sites.
- Maintenance - Contractors have responded to reports of issues and damage to the ‘pop up’ infrastructure. The maintenance costs associated with these repairs are funded by the EATF DFT funding bid.
- Drive Through Data (Recorded between 20 and 22 October 2020)  
Total Cyclists within the scheme boundaries over the runs was 27  
Journey times and speeds through the scheme during busy times are impacted by the scheme and below the range that might be expected. The table below shows actual average vehicle speed and journey times taken from a series of recent timed runs.

<b>Fastest</b>	<b>Distance (miles)</b>	<b>Time (mins)</b>	<b>Time (seconds)</b>	<b>Speed (mph)</b>
<b>08:00 - 09:00 Eastbound</b>	1	2	52	21
<b>08:00 - 09:00 Westbound</b>	1	5	07	11.8
<b>17:00 - 18:00 Eastbound</b>	1	2	28	24.3
<b>17:00 - 18:00 Westbound</b>	1	3	20	18
<b>Average</b>				
<b>Average</b>	<b>Distance (miles)</b>	<b>Time (mins)</b>	<b>Time (seconds)</b>	<b>Speed (mph)</b>
<b>08:00 - 09:00 Eastbound</b>	1	5	43	10.5
<b>08:00 - 09:00 Westbound</b>	1	7	03	8.5
<b>17:00 - 18:00 Eastbound</b>	1	4	13	14.2
<b>17:00 - 18:00 Westbound</b>	1	5	39	10.6
<b>Slowest</b>				
<b>Slowest</b>	<b>Distance (miles)</b>	<b>Time (mins)</b>	<b>Time (seconds)</b>	<b>Speed (mph)</b>
<b>08:00 - 09:00 Eastbound</b>	1	8	01	7.5
<b>08:00 - 09:00 Westbound</b>	1	9	23	6.4
<b>17:00 - 18:00 Eastbound</b>	1	8	13	7.3
<b>17:00 - 18:00 Westbound</b>	1	8	41	6.9

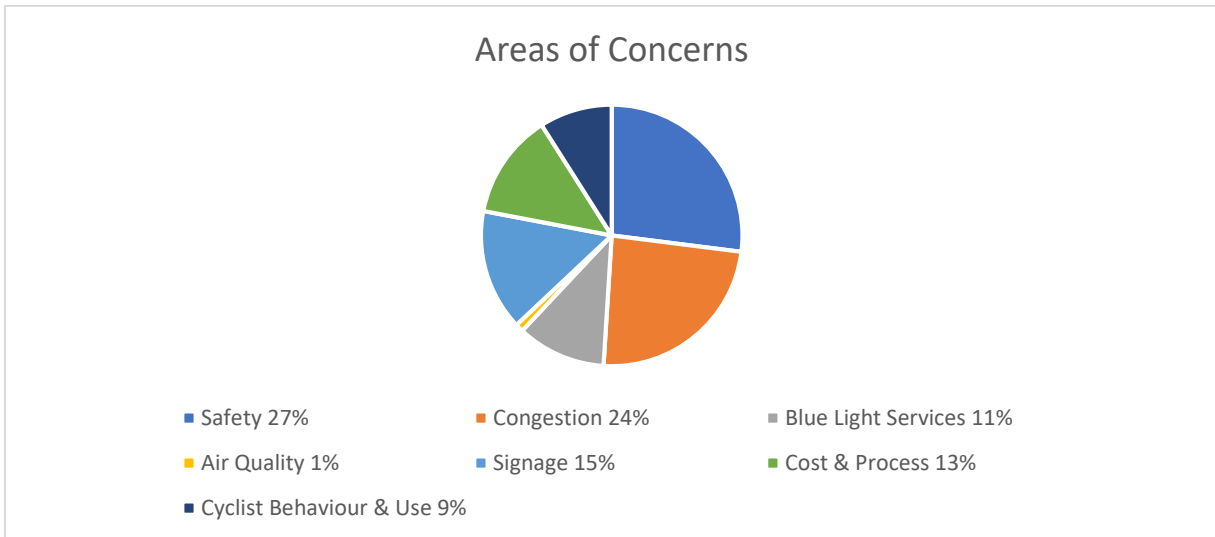
Online Survey and Direct Consultation Responses:

The online survey generated 742 responses.



In addition to the online survey, 104 customers contacted us directly through email. Of these NO respondents supported the scheme.

As with the online survey comments were broken down into categories, both the online survey and direct comments reflected the same views.



#### Initial Findings - Shoreham

- Initial data collections of cycle use across these routes indicate that the number of cycle movements across the cycle lanes have significantly increased with minimal changes to the total number of vehicle movements through the same areas.
- The mean vehicle speeds through the monitored areas, over a 24-hour period are unchanged by the scheme
- Feedback from Adur & Worthing Walking & Cycling Action Group. The pop-up cycle routes align with their strategic policy objectives and the Shoreham cycle route is identified as a primary route in the Adur & Worthing LCWIP (Local Cycling and Walking Infrastructure Plan). Regarding the Shoreham scheme, the Group strongly support the scheme but feel that some aspects should be addressed to improve the number of cycle movements on the scheme

including: parked cars within the scheme boundaries, narrow lane widths in some areas, some unclear markings and signage and improving the entry points to the scheme.

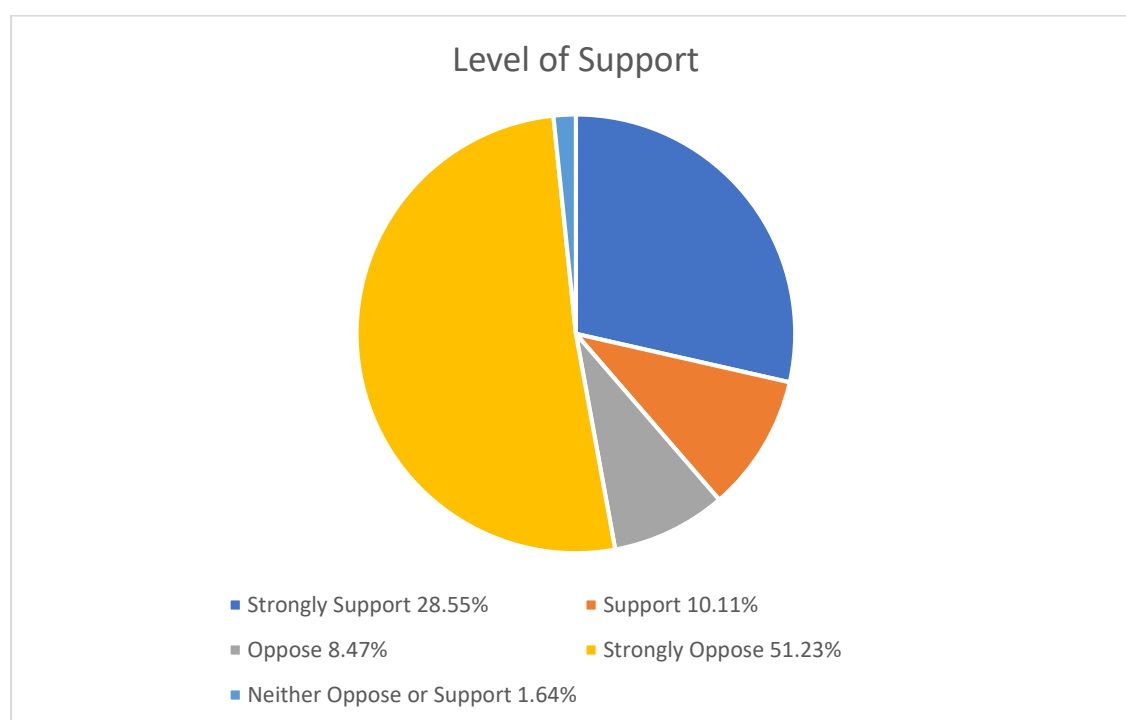
- The scheme has been seen to be successful in encourage greater levels of cycling across a variety of users/age groups/abilities without impacting traffic flow. The scheme is especially beneficial to parents and children for school access in addition to students at local secondary schools.
- Suggested improvements to the scheme include widening to 2m lane widths along the entire cycle route, enforcement of parking restrictions, improving signage for motorists when there are left turns or parking areas and repairs to damaged road surfaces within the cycle lane boundaries.
- The air quality diffusion tube used for the Holmbush Roundabout measurements is located close to the A270 roundabout and as a result, NO<sub>2</sub> levels are likely to be higher than the nearby Upper Shoreham Road. It should be noted that the hourly mean for September of 25.62µgm<sup>-3</sup> is significantly below the UK limit of 200µgm<sup>-3</sup>. Peaks in NO<sub>2</sub> levels at a site can be due to weather conditions, in particular wind. Other diffusion tubes across Shoreham show a similar trend in NO<sub>2</sub> levels across the year.
- Traffic Flow Counts Site 93 – Upper Shoreham Road: Traffic flow counts have been used to determine the number of vehicles using the vehicle lane alongside the pop-up cycle lane. The number of vehicles passing through Site 93, along Upper Shoreham Road has increased from approximately 5000 vehicles per weekday in September to 6000 vehicles by the end of October. There is no decline in road vehicle numbers since the scheme was introduced  
Please note - Only eastbound vehicles have been included in the above information. Unfortunately, westbound loops have not been recording vehicles.
- Cycle Count Data - Site 93 – Upper Shoreham Road. The numbers of cyclists per week utilising this part of the scheme has increased from 800 cycle movements per week to a peak of 2000 cycle movements during the weeks of 5<sup>th</sup> of October and 12<sup>th</sup> of October.
- Speed Data - The data captured from vehicle lanes has showed that the mean speed (across a 24-hour period) along Upper Shoreham Road varied throughout September but in October has remained constant at approximately 28 mph.  
Please note - Only eastbound vehicles have been included in the above information. Unfortunately, westbound loops have not been recording vehicles.
- Drive Through Data (Recorded between 6 and 9 October 2020).  
Total Cyclists within the scheme boundaries over the runs was 433.  
Journey times and speeds through the scheme during busy times still appear to be within a range that might be expected. The table below shows actual average vehicle speed and journey times taken from a series of recent timed runs.

<b>Fastest</b>	<b>Distance (miles)</b>	<b>Time (mins)</b>	<b>Time (seconds)</b>	<b>Speed (mph)</b>
<b>08:00 - 09:00 Westbound</b>	2	3	29	34.4
<b>08:00 - 09:00 Eastbound</b>	2	3	28	34.6
<b>17:00 - 18:00 Westbound</b>	2	3	28	34.6
<b>17:00 - 18:00 Eastbound</b>	2	3	25	35.1
<b>Average</b>				
<b>Average</b>	<b>Distance (miles)</b>	<b>Time (mins)</b>	<b>Time (seconds)</b>	<b>Speed (mph)</b>
<b>08:00 - 09:00 Westbound</b>	2	4	13	28.4
<b>08:00 - 09:00 Eastbound</b>	2	4	07	29.1

<b>17:00 - 18:00 Westbound</b>	2	3	46	31.8
<b>17:00 - 18:00 Eastbound</b>	2	3	42	32.4
<b>Slowest</b>				
<b>08:00 - 09:00 Westbound</b>	2	6	34	18.2
<b>08:00 - 09:00 Eastbound</b>	2	5	44	20.9
<b>17:00 - 18:00 Westbound</b>	2	4	27	26.9
<b>17:00 - 18:00 Eastbound</b>	2	4	01	29.8

#### Online Survey and Direct Consultation Responses:

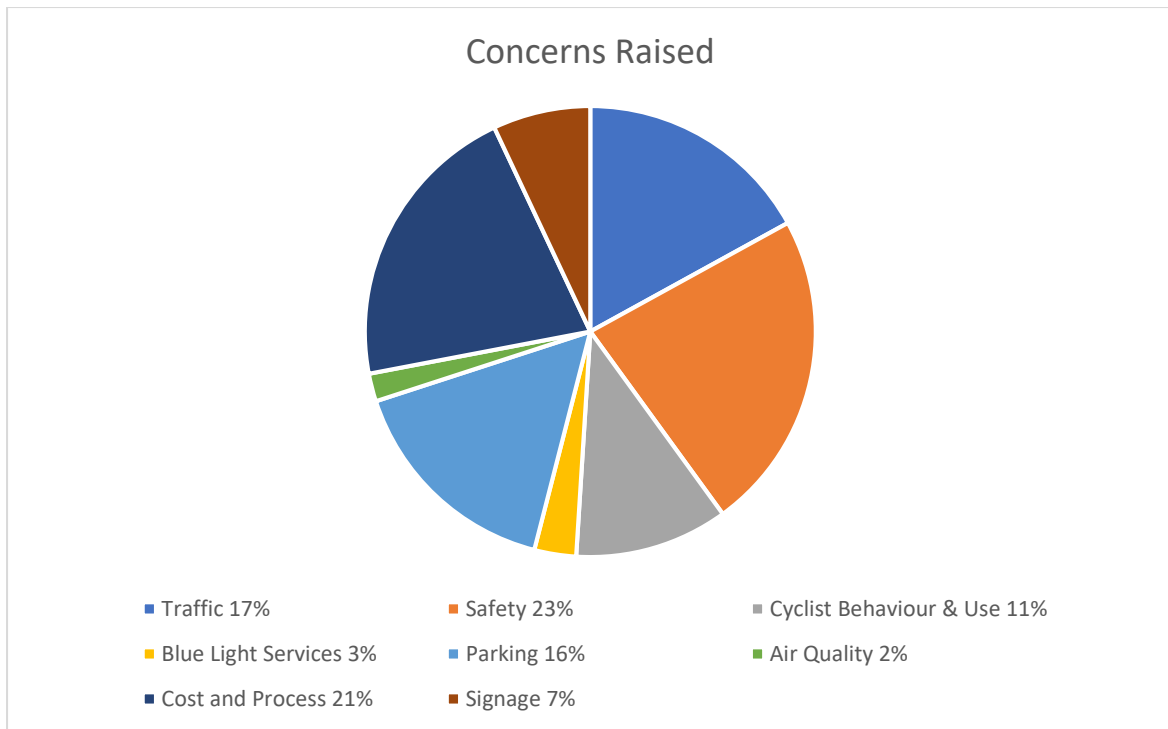
The online survey generated 732 responses.



In addition to the online survey, 75 customers contacted us directly through email. Of these 14 respondents support the scheme.

As with the online survey comments were broken down into categories, both the online survey and direct comments reflected the same views.





### Initial Findings - Horsham

- Initial data collections of cycle use across these routes indicate that the number of cycle movements across the cycle lanes has remained relatively stable generally and has decreased over some weeks since the introduction of the pop-up cycle lanes, with minimal changes to the total number of vehicle movements through the same areas.
- Air quality results remain similar to previous years, with no signs of greater pollution from congestion
- Coupled with the introduction of the pop-up cycle lane, extensive road works relating to the North of Horsham development began at the end of September which has undoubtedly led to increases in congestion around Horsham. Furthermore, the establishment of the traffic management has led to severe delays for motorists, particularly on Saturday 3<sup>rd</sup> October. The roadworks will lead to a roundabout upgrade on the A264 and Ruser Road junction. The roadworks for this development started on September 28<sup>th</sup>, three days after the completion of the cycle lane.
- Generally, Horsham District Council are strongly opposed to the cycle scheme following complaints from residents and businesses within their community. The primary concern relates to increased congestion that is being linked to the cycle lanes.  
HDC investigated views from the business community and received multiple concerns specifically citing the pop-up cycle lane as a factor for lack and loss of trade. The general view from the business community is that less people are attempting to come into the town centre due to concerns of lengthy congestion and delays. Businesses are reporting a decline in retail footfall and revenue.  
Criticism of the scheme has been publicised both on social media and through local news outlets including the West Sussex County Times.
- The Air Quality data for Horsham is from the real-time monitoring station, which is in Park Way (i.e. just east of the pop-up). Please refer to the appendix. The **1-hour** objective for NO2

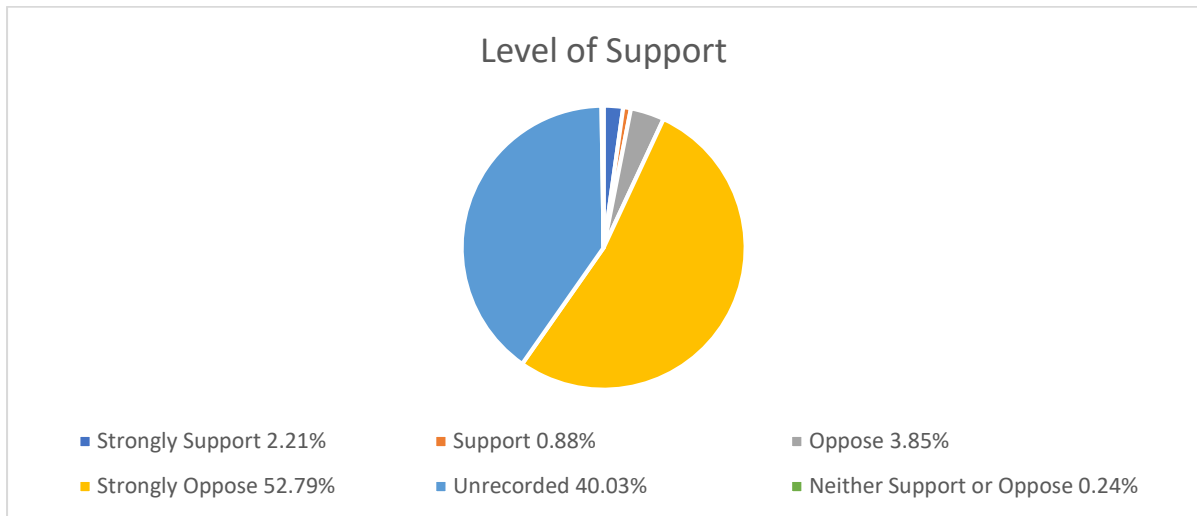
is 200µm/m<sup>3</sup> not to be exceeded more than 18 times a year, as anticipated the N02 has not negatively impacted the pop-up cycle scheme air quality in the area.

- **Traffic Flow Count Data - Site 102 – Albion Way**  
Traffic flow counts have been used to determine the number of vehicles using the vehicle lane alongside the pop-up cycle lane. Site 102, along Albion Way typically sees an average of 17,000 vehicles using this road during weekdays and Saturdays and approximately 12,500 vehicles on Sundays. The graph below details the change in vehicles using this road, with minimal changes in road vehicle numbers since the scheme was introduced.
- **Cycle Count Data - As with vehicle counting, it was paramount to capture the number of cyclists using the pop-up cycle lanes across the sites in Horsham.**
- **Site 102 – Albion Way - The number of cyclists using the cycle lane and the percentage change in number of cyclists using the cycle lane.** The numbers of cyclists per week utilising this part of the scheme has dropped from a peak of 1,000 cyclists per week in the week of the 12<sup>th</sup> October, to approximately 600-700 cyclists per week in other weeks since the introduction of the cycle scheme. This is to be expected due to seasonal changes and school holiday.
- **Speed Data - The speed limit throughout the area affected by the cycle lane has been reduced from 30 mph to a temporary speed limit of 20 mph.** The data captured from Albion Way vehicle lanes has showed that the mean speed (across a 24-hour period) throughout the Northbound and Southbound lanes has remained constant ranging between 20 mph and 29 mph.
- **Drive Through Data (Recorded between 6 and 9 October 2020)**  
Total Cyclists within the scheme boundaries over all the runs was 86.  
Journey times and speeds through the scheme during busy times are much lower than might be expected. The table below shows actual average vehicle speed and journey times taken from a series of recent timed runs

<b>Fastest</b>	<b>Distance (miles)</b>	<b>Time (mins)</b>	<b>Time (seconds)</b>	<b>Speed (mph)</b>
<b>08:00 - 09:00 Northbound</b>	0.56	1	51	18.1
<b>17:00 - 18:00 Northbound</b>	0.56	1	59	16.9
<b>Average</b>				
<b>Average</b>	<b>Distance (miles)</b>	<b>Time (mins)</b>	<b>Time (seconds)</b>	<b>Speed (mph)</b>
<b>08:00 - 09:00 Northbound</b>	0.56	3	14	10.4
<b>17:00 - 18:00 Northbound</b>	0.56	3	56	8.5
<b>Slowest</b>				
<b>Slowest</b>	<b>Distance (miles)</b>	<b>Time (mins)</b>	<b>Time (seconds)</b>	<b>Speed (mph)</b>
<b>08:00 - 09:00 Northbound</b>	0.56	5	07	6.5
<b>17:00 - 18:00 Northbound</b>	0.56	6	41	5

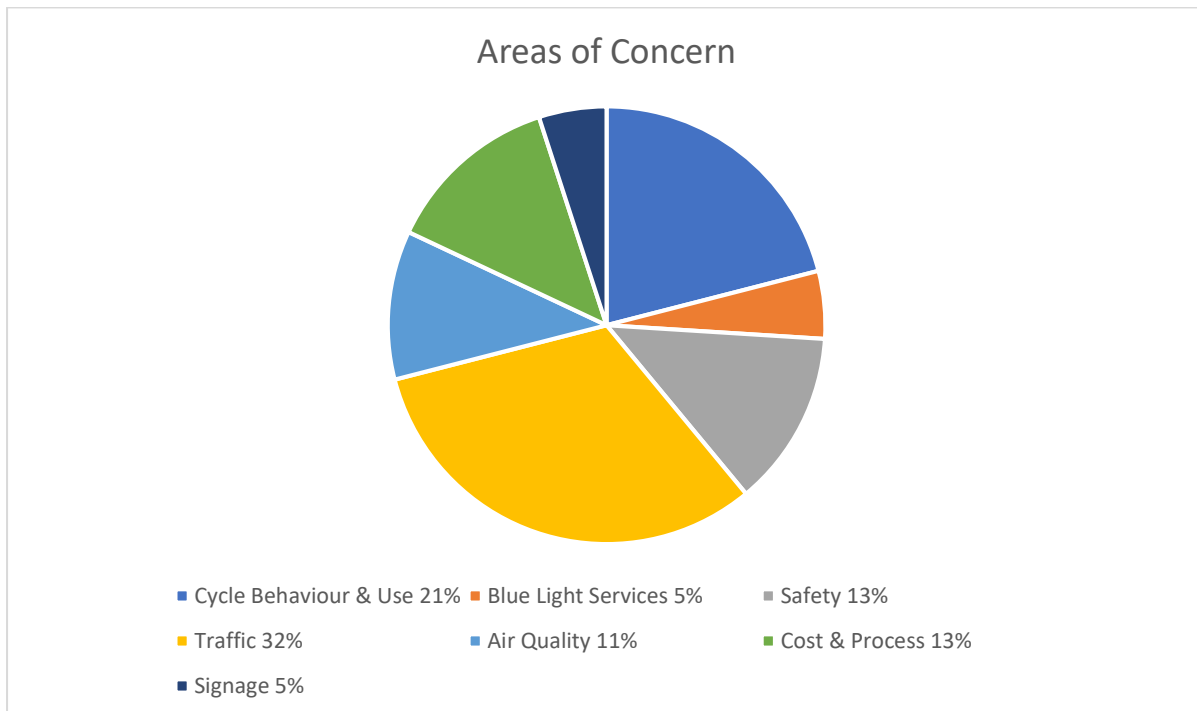
Online Survey and Direct Consultation Responses:

The online survey generated 2493 responses (NOTE: due to a technical glitch with the survey during the first week online, 998 responses were unrecorded against this question)



In addition to the online survey, 220 customers contacted us directly through email. Of these only 7 respondents support the scheme.

As with the online survey comments were broken down into categories, both the online survey and direct comments reflected the same views.



### **Additional Comments:**

The cycle forums across all the scheme areas have been engaged and have feed back both positive and negative comments, they have promoted the routes to their members and within local social media pages and news. These groups enable us to engage with cyclists within the communities where schemes have been placed, as our survey data show most respondents against the scheme are motorists objecting to loss of road space.

**Please see below for a few of the comments and pictures we have received:**

**Shoreham Cycle Group :** [www.shorehambycycle.org.uk](http://www.shorehambycycle.org.uk)

Overall: We endorse and support this scheme

We feel strongly that this scheme is a very positive step in a direction that has been laid out in WSCC's Cycling Strategy, and Adur & Worthing's Cycling & Walking Infrastructure Plan. This scheme represents a real, visible, practical change that enables more journeys, in line with policies supported at both national and local level. With our councils' commitment to doubling cycling levels between 2016 and 2016, the value of measures like this is huge. We read your own admirable foreword to WSCC's Cycling and Walking Strategy and recognise measures like this scheme as playing a valuable part in working towards the benefits you spell out therein.

Prior to this week's change in Covid restrictions, we noted reports that UK traffic levels are reported to be at nearly 100% of pre-Covid levels, despite 40% of people still not being back in their usual workplaces. With further uncertainty ahead, it is vital that alternative means of transport are supported and enabled, easing the load on public transport without driving car-dependency.

Any feedback or criticism we offer below should be seen in this light: despite our misgivings about certain aspects, our essential position, supported by research and data, is that this scheme is a strong and positive step for transport in and around Shoreham, in both the short and long terms. We appreciate that the project has come with difficult constraints, particularly in terms of timing, and we would like to express our thanks and appreciation to the councillors, officers and contractors who have made this intervention possible.

#### **Numbers show good levels of usage**

We have been viewing WSCC's traffic monitoring data - a very useful way for us all to gather objective numbers on usage.

We do note that the location of the counter is in a position that fails to capture many of the journeys made on Upper Shoreham Road - in particular, journeys to Shoreham Academy and the other schools in the Middle Road area. We feel a further counter - to the west of Buckingham Road, would help build a fuller picture of usage, quite probably showing more journeys than indicated by the counter in its current location.

In particular, we note:

- Busiest day so far: 407 journeys recorded (29 September)
- Busiest week so far: 2,010 journeys recorded (12-18 October)
- Even in wet weather, usage of the cycle lanes remains strong, with figures for the week of 19-25 October (a very wet week) recorded as 1,696.
- Weekday usage tends to peak around 3pm, indicating the use of bikes by children and parents at the end of the school day.

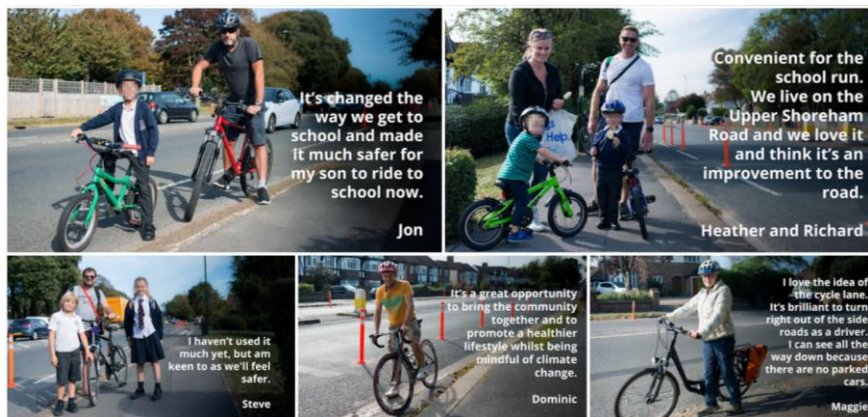
#### **Conversations with users show more journeys have been enabled**

We have been meeting and speaking to users of Upper Shoreham Road, and hearing how the scheme has made a difference to people's lives.

Certain themes have emerged:

- Children's journeys to school being freed from car-dependency

- Easier journeys to work for people who previously found Upper Shoreham Road too daunting to use
- Feelings of increased safety from regular users of Upper Shoreham Road



These images, mirror ones received from other cycle lanes users from the community.

Horsham Cycle Forum: [www.hdcf.org.uk](http://www.hdcf.org.uk)



The cycle forum has many comments both for and against the scheme on their website.

Crawley Borough Council – Statement of Support Oct 2020: [www.crawley.gov.uk](http://www.crawley.gov.uk)

We support the ambition of the pop-up schemes to create safe space to enable an increase in cycling in Crawley:

- to support the re-opening of the economy
- to help lock-in some of the significant increases in active travel seen during the lockdown period
- to reduce pressures on public transport capacity following the introduction of social distancing measures

This aligns with CBC's New Directions for Crawley transport strategy and the emerging LCWIP.

We would like to see the routes retained with improvements at this stage:

1. The routes have not had anywhere near enough time to 'bed down' and, therefore, to be assessed properly. It would be wasteful to remove them in their entirety as most parts are useful and beneficial to people on bikes without significant negative effect on vehicle traffic.
2. The pop-up cycle lanes have demonstrated clearly that creating space for cycling through the use of 'light-segregation' wand features is safe.

3. The routes still need some improvements to safety and coherence, and we would welcome the opportunity to work with you on this. Without further improvement it is difficult to conclude that they are successful or unsuccessful:

- a. We welcome the reduction of speed to 30 mph on Hazelwick Avenue. It does not appear to have been consistently signed along the length of the road through and needs implementing properly.
- b. Further improvements are required at the Tesco roundabout and the junction of Hazelwick Avenue and Haslett Avenue to protect people on bikes and aid understanding by drivers.
- c. The two schemes should be linked, so that it is possible to cycle safely from one to the other.
- d. It is very important that the bus/cycle lane outside Three Bridges station is maintained. CBC would not support its removal. Reducing the vehicular lanes from 3 to 2 is an integral part of the agreed highway changes for the Three Bridges station public realm scheme and it would be inadvisable to increase the number of lanes now only to reduce them again within a short period of time.
- e. Through the CGP, CBC has funding for and have proposed a design for a permanent cycle scheme for Three Bridges to Manor Royal. This design builds on the successful elements of the pop-up scheme as well as overcoming its limitations. CBC is keen to work with WSCC to swiftly move from the current temporary scheme towards the implementation this high quality permanent route.

**Worthing and Adur Council Statement of Support:** [www.worthing.gov.uk](http://www.worthing.gov.uk)

Statement of support for the A24 pop up route in Worthing and the A270 pop up route in Adur

About the Adur & Worthing Walking & Cycling Action Group: The Action Group is formed of Councillors, Officers and local expert stakeholders in Adur and Worthing. This statement represents the views of the group as a whole. The purpose of the group is to support local improvements to make cycling and walking easier and safer in Adur and Worthing.

The Group has overseen the development of the Adur & Worthing Local Cycling and Walking Infrastructure Plan (LCWIP) adopted June 2020. The aim of the plan are to:

- make cycling and walking the natural choices for shorter journeys and as part of a longer journey
- create a place where walking and cycling becomes the preferred way of moving around Adur and Worthing

The A&W LCWIP also aligns with the West Sussex Walking & Cycling Strategy 2016-26 aims, to:

- support economic development by facilitating travel to work and services without a car;
- reduce congestion and pollution by encouraging and enabling people to travel without a car;
- increase levels of physical activity to help improve physical health;
- help to maintain good mental health and staying independent later in life;
- increase the vitality of communities by improving access by bicycle and on foot; and
- help people to access rural areas and enjoy walking and cycling.

Increasing cycling is also a crucial element in the challenge of decarbonising Adur and Worthing, as transport is responsible for 34% of carbon emissions.

**General view on the pop up routes :** The group supports the aims of the pop up Cycle routes to:

- support the re-opening of the economy
- help lock-in some of the significant increase in active travel seen during the lockdown period
- reduce pressures on public transport capacity following the introduction of social distancing measures.

The Pop up routes align with our strategic policy objectives as set out above.

The pop up routes have clearly added value in our areas, as increases in usage by cyclists of all ages are being identified through direct observation and in the monitoring.

We strongly support the retention of the schemes, though there are some areas where improvements are needed, and in some cases as we set out below, this may involve the redesign of some of the less successful areas in particular the roundabouts on the Worthing scheme. We also note that the Shoreham scheme is still incomplete and therefore should be retained to enable completion and monitoring of the scheme when completed.

We would like to see the pop up schemes retained for a longer period in order that improvements can continue to be made and to allow the schemes to be monitored over a longer period, allowing any complaints and constructive feedback to be responded to fully before any decisions are made on removal or long term retention. There has been considerable funding and input from the WSCC Transport Team. It would be disappointing if these investments were wasted, when the schemes still have the potential to be successful

The schemes are supported by overarching policy at Government, County, District and Borough level. If removed, the local authorities still have to implement these policies in future. Providing safe and easy to use cycling infrastructure is the key solution to reducing congestion, decarbonising transport, improving air quality, keeping traffic flowing, providing access to town centres, and helping all communities to travel actively in ways that support health and wellbeing in an affordable way.

Whilst there has been considerable public objection, improved schemes may yet see this opposition decline in time, if all views can be taken into consideration, and solutions found to the key issues.

4. There should be more positive publicity related to the detailed routes and the wider benefits of making a choice to cycle (health, air quality, etc). CBC could help to do this.
5. It does not appear that the routes are significantly impacting on vehicle queueing. The queues that have been observed are largely similar to normal and are primarily caused by increases in traffic to pre-lockdown levels, particularly on wet days.
6. It also has to be remembered that it takes time to build and embed modal shift. People need to discover the routes and decide to try them out before moving on to using them regularly. This may also take a little longer as we move into the winter, with more inclement weather and reduced daylight hours. So we cannot expect large increases of cyclists until a. the schemes work properly b. the weather is better and c. we have had time to encourage people to try them out.