

Officer Technical Report - 6 Week Report on EATF Pop Up Cycle Scheme in Horsham

Scheme Location: A281/B2237 Horsham Ring Road from B2237 Worthing Road to Madeira Avenue (0.9km)

Scheme Scope: A protected cycle lane will be provided by reallocating lane one of the north/eastbound carriageway.

Build Start Date: W/C 14th September 2020

Completion Date: 25th September 2020

Indicative Cost: Exact cost to be confirmed



Executive Summary

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 addition, changes were made to the Traffic Management Act (2004) aimed at supporting the response to Covid-19 and building a green recovery. July saw the publication of 'Gear Change: a bold vision for walking and cycling', which describes the government's vision to make England a great walking and cycling nation. The plan sets out the actions required at all levels of government to make this a reality, grouped under four themes: better streets for cycling and people, cycling and walking at the heart of decision-making, empowering and encouraging local authorities, enabling people to cycle and protecting them when they do.

- The EATF Horsham Pop-Up Cycle Lane scheme along the A281/B2237 Horsham Ring Road starts from B2237 Worthing Road and ends at Madeira Avenue (0.9km)

Initial Findings

- 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.
- The mean vehicle speeds through the monitored areas, over a 24-hour period are unchanged by the scheme

Site 102 – Albion Way

Number of Cycle Movements	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Weekly Total
wc 7Sept20	174	182	196	189	211	158	170	1280
wc 14Sept20	157	187	141	160	143	171	177	1136
wc 21Sept20	141	195	101	95	117	117	98	864
wc 28Sept20	142	157	107	146	70	89	48	759
wc 5Oct20	91	112	158	90	107	123	155	836
wc 12Oct20	170	161	166	200	177	122	140	1136
wc 19Oct20	114	115	72	124	94	97	93	709
wc 26Oct20	123	71	87	78	98	80	69	606

Challenges

- There have been 220 comments via email concerning the pop-up cycle scheme in Horsham. The topics have been detailed within the report but are primarily concerning 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 3rd October. The roadworks will lead to a roundabout upgrade on the A264 and Rusper Road junction. The roadworks for this development started on September 28th, three days after the completion of the cycle lane.

1.1 - 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 has been specifically 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 Officers would undertake the necessary internal consultation with their own Members.

WSCC Members were consulted as follows:

Location	Consultation	Keeping You Informed
Horsham	28/07/2020	09/09/2020

1.2 - Feedback from District Council

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.

1.3 - 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.

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 if they cannot navigate through traffic but should be aware that they are likely to encounter cyclists and should exercise appropriate care. There are ongoing discussions with the emergency services who have raised concerns for increased journey times for retained firefighters and increased job times for blue light services. It has been proposed that white wands will be used for identifiable gateways during blue light calls.

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

2.1 - Casualty Data

Casualty data was reviewed before design and implementation of the route to compare with data for the duration of the route whilst live. Data for the first 6 weeks of route is not currently available but will be presented in future reports under this section. It is understood there have been no reported accidents.

2.2 - Safety auditing & Inspections

Road Safety Reviews were undertaken on the 1st of October by an independent qualified Road Safety Auditor. The review team also included a representative from Sussex Police and the WSCC Cycling Development Officer.

No significant issues or concerns were identified, and some minor design adjustments have been actioned.

3.1 - Air Quality

Air Quality Monitoring Review

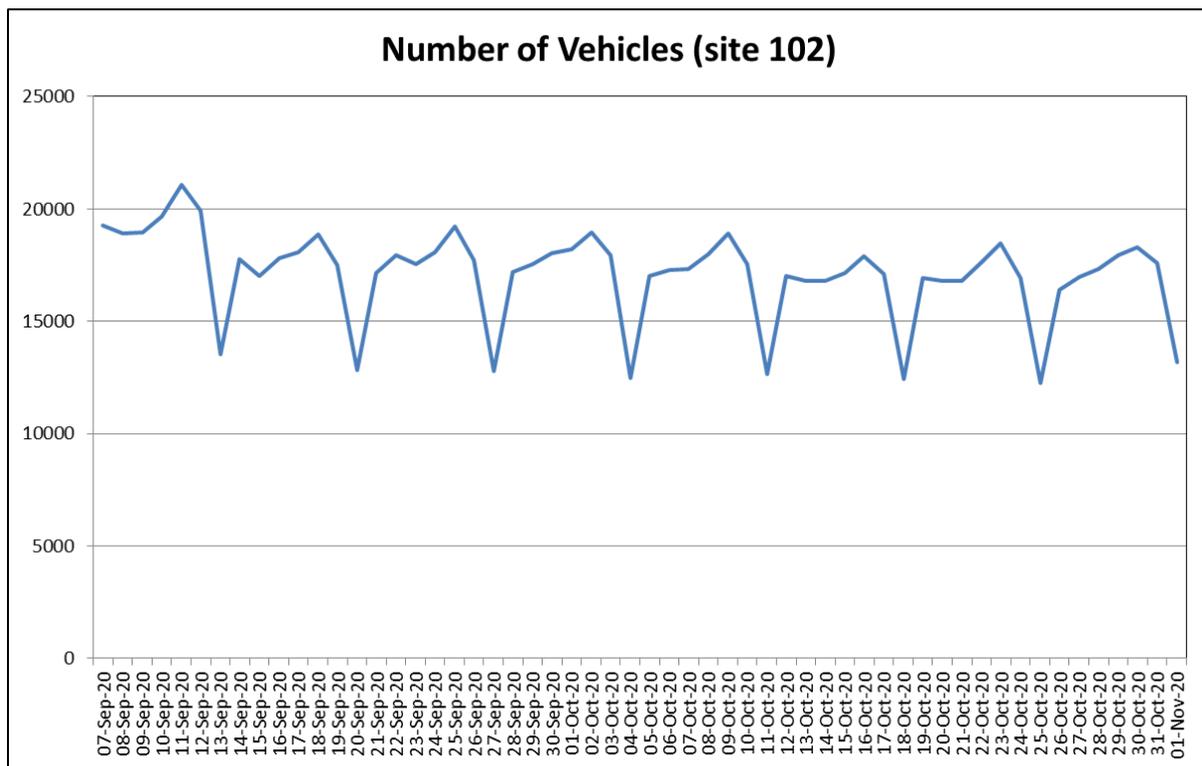
The Air Quality data for Horsham is from the real-time monitoring station, which is in Park Way (i.e. just east of the pop-up). Please refer to the appendix. The **1-hour** objective for NO₂ is 200µm/m³ not to be exceeded more than 18 times a year, as anticipated the NO₂ has not negatively impacted the pop-up cycle scheme air quality in the area. Detailed charts for 2020 and 2019 (for comparison) can be found within the Appendix of this report.

3.2 – Traffic counts

Traffic Flow Counts

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.



3.3 – Cyclist counts

Cycle Counts

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 tables below show the number of cyclists using the Albion Way 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 12th October, to approximately 600-700 cyclists per week in other weeks since the introduction of the cycle scheme.

Number of Cycle Movements	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Weekly Total
wc 7Sept20	174	182	196	189	211	158	170	1280
wc 14Sept20	157	187	141	160	143	171	177	1136
wc 21Sept20	141	195	101	95	117	117	98	864
wc 28Sept20	142	157	107	146	70	89	48	759
wc 5Oct20	91	112	158	90	107	123	155	836
wc 12Oct20	170	161	166	200	177	122	140	1136
wc 19Oct20	114	115	72	124	94	97	93	709
wc 26Oct20	123	71	87	78	98	80	69	606

Cycles % change from baseline (31st August)	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Weekly Total
wc 7Sept20	0	0	0	0	0	0	0	0
wc 14Sept20	↓ -9.8	→ 2.7	↓ -28.1	↓ -15.3	↓ -32.2	→ 8.2	→ 4.1	↓ -11.3
wc 21Sept20	↓ -19.0	→ 7.1	↓ -48.5	↓ -49.7	↓ -44.5	↓ -25.9	↓ -42.4	↓ -32.5
wc 28Sept20	↓ -18.4	↓ -13.7	↓ -45.4	↓ -22.8	↓ -66.8	↓ -43.7	↓ -71.8	↓ -40.7
wc 5Oct20	↓ -47.7	↓ -38.5	↓ -19.4	↓ -52.4	↓ -49.3	↓ -22.2	↓ -8.8	↓ -34.7
wc 12Oct20	↓ -2.3	↓ -11.5	↓ -15.3	→ 5.8	↓ -16.1	↓ -22.8	↓ -17.6	↓ -11.3
wc 19Oct20	↓ -34.5	↓ -36.8	↓ -63.3	↓ -34.4	↓ -55.5	↓ -38.6	↓ -45.3	↓ -44.6
wc 26Oct20	↓ -29.3	↓ -61.0	↓ -55.6	↓ -58.7	↓ -53.6	↓ -49.4	↓ -59.4	↓ -52.7

3.4 – Drive Through Times & Speed Data

Drive Through Data (Recorded between 6 and 9 October 2020)

WSCC Officers conducted multiple dash-cam recorded and timed drive throughs of the Horsham scheme, in response to public concerns about traffic congestion and travel times:

- The routes were driven at 30 mph at peak times (8-9am & 5-6pm) on multiple days.
- Average Route times were Morning 3 minutes 14 seconds and Afternoon 3 minutes 56 seconds in a South to North direction. (Timed over 35 runs)
- The longest recorded journey was 6 minutes 41 seconds.
- The fastest recorded journey was 1 minute 51 seconds.
- Total Cyclists within the scheme boundaries over all the runs was 86, of these:
 - AM - 12 used Pop Up Lane, 2 Cyclists within scheme boundary but on pavement and 12 were outside the cycle lane but within the scheme boundaries (Total 24)
 - PM – 17 used Pop Up Lane, 14 Cyclists within scheme boundary but on pavement and 29 were outside the cycle lane but within the scheme boundaries (Total 60)

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.

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

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.

Site 102 – Albion Way

Northbound - Mean Vehicle Speed (mph)	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Weekly Mean
wc 7Sept20	26	24	26	25	24	26	25	25
wc 14Sept20	21	19	21	20	18	19	22	20
wc 21Sept20	21	20	20	18	19	19	22	20
wc 28Sept20	21	20	19	19	18	19	22	20
wc 5Oct20	20	21	21	20	19	19	22	20
wc 12Oct20	20	20	19	19	18	19	22	20
wc 26Oct20	18	19	20	19	18	19	21	19

Southbound Lane 1 - Mean Vehicle Speed (mph)	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Weekly Mean
wc 7Sept20	26	26	26	26	25	26	27	26
wc 14Sept20	26	25	26	26	26	26	27	26
wc 21Sept20	26	26	26	25	25	25	27	26
wc 28Sept20	26	26	26	4	25	25	26	23
wc 5Oct20	26	26	26	26	26	26	27	26
wc 12Oct20	26	25	26	26	26	25	27	26
wc 26Oct20	25	25	25	25	24	25	26	25

Southbound Lane 2 Mean Vehicle Speed (mph)	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Weekly Mean
wc 7Sept20	27	28	28	32	28	29	29	29
wc 14Sept20	28	27	29	29	28	28	30	29
wc 21Sept20	28	28	27	29	26	26	26	27
wc 28Sept20	29	27	28	0	29	27	28	24
wc 5Oct20	30	29	27	29	28	29	30	29
wc 12Oct20	29	27	28	29	30	30	32	29
wc 26Oct20	26	26	26	26	26	26	27	26

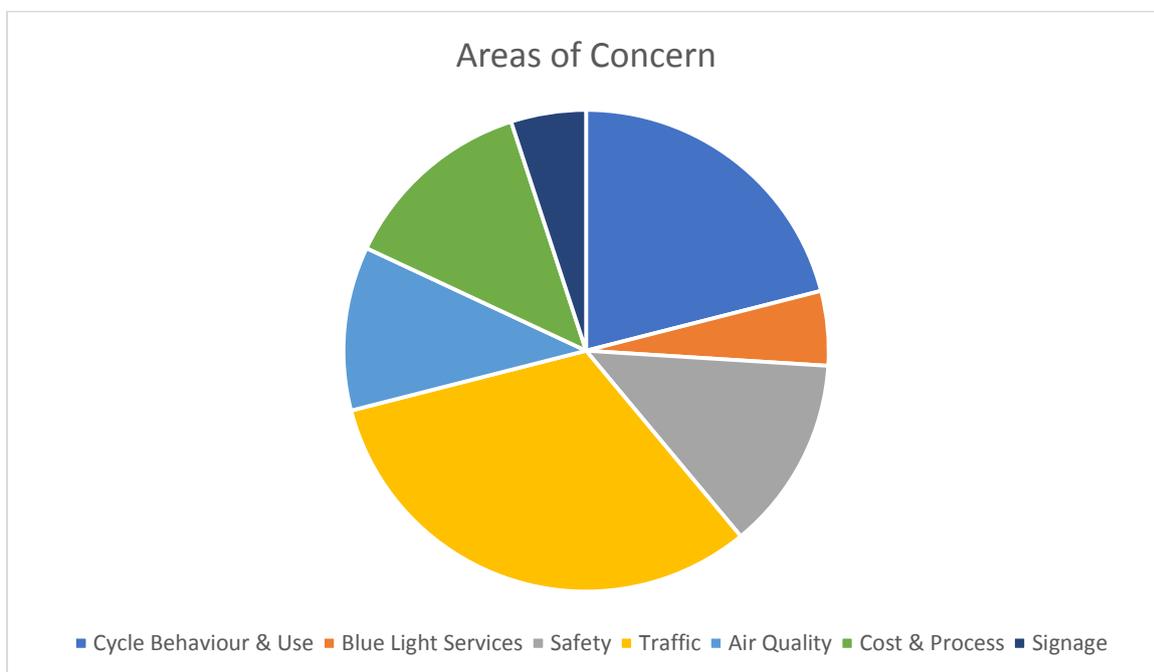
4.1 – Maintenance

There have been no reports of damage to the ‘pop up’ infrastructure. Any maintenance costs associated with any repairs required would be funded by the EATF DfT funding bid.

5.1 – Feedback and Public Comment Database:

All direct scheme relevant communications received are being noted, with a standardised response being sent to customers where appropriate. The Horsham pop-up cycle scheme attracted a total of 220 individual commenters via email; Of these: 7 support the scheme and 9 engaged in ongoing dialogue.

Breakdown of concerns from comments received:



Primarily, traffic congestion was the most frequently reported concern, with lack of cyclists or cyclist behaviour being a secondary concern for residents and respondents.

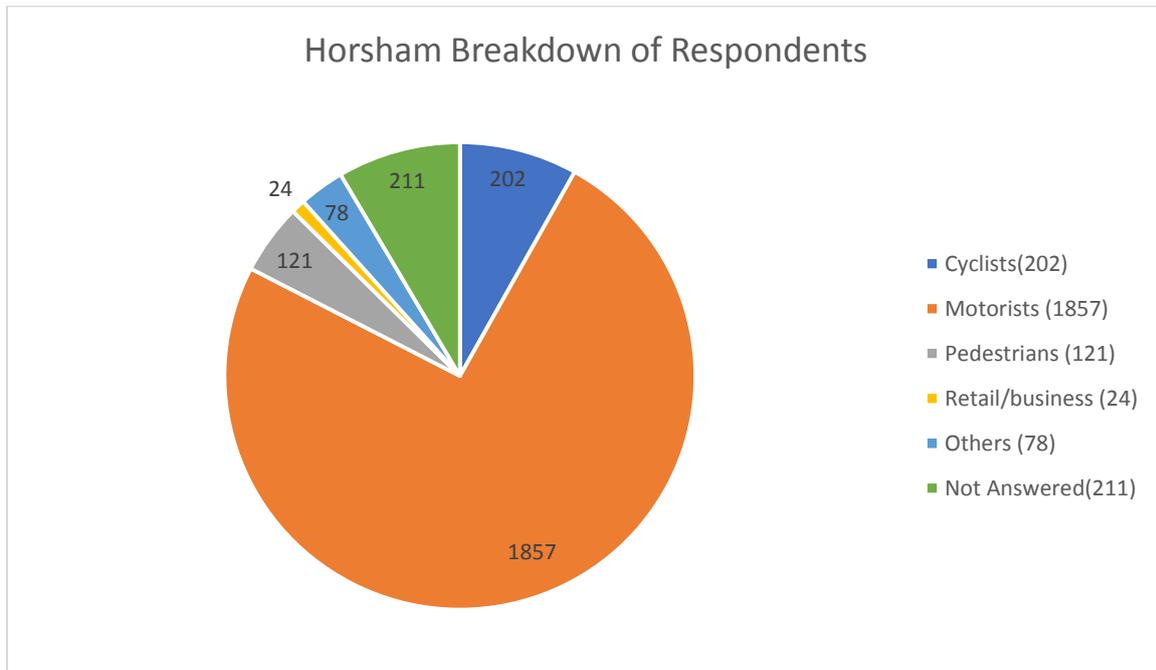
Overall comments review:

Most comments were opposed the scheme due to loss of carriageway for car use. A number of comments were concerned that this scheme was implemented too late for cyclists to make use of it. Dangers of cyclist vs car at junctions was also a concern with several commenters saying they had witnessed near misses. Most observations cited the implementation of the pop-up cycle lanes narrowed the carriageway and caused delays and congestion. Based on WSCC Officer observations from the drive-through data, average journey times and speeds through the scheme during busy times were much lower than might be expected.

Online Survey Data:

Since the online survey has been live (14/9/20), **2493** completed surveys have been received. The survey data was extracted on 29th October 2020 for the purpose of this report.

Primarily breakdown of respondents as follows:



The survey asked, ‘How often are you likely to be using this new temporary cycle lane infrastructure in future?’

There were 1293 responses to this part of the question.

Option	Total	Percent
Daily	143	5.74%
Weekly	163	6.54%
Monthly	32	1.28%
Less often	115	4.61%
Never	840	33.69%
Not Answered	1200	48.13%

The Survey asked, 'Would you support or oppose the A281/B2237 Ring Road temporary cycle lane infrastructure being made permanent in its current format?'

There were 1495 responses to this part of the question.

Option	Total	Percent
Strongly oppose	1316	52.79%
Oppose	96	3.85%
Neither support nor oppose	6	0.24%
Support	22	0.88%
Strongly support	55	2.21%
Not Answered	998	40.03%

The survey also gave the respondents an opportunity for written feedback on the schemes. As of 29th October, there were 814 written comments on the impact of the cycle lanes. A random sample of 243 comments were selected and the general feedback showed respondents were concerned with the delays leading to an increase in air pollution, lack of use by cyclists, delays to blue light services, spending of public finances and the negative impact on the shops located in the town centre.

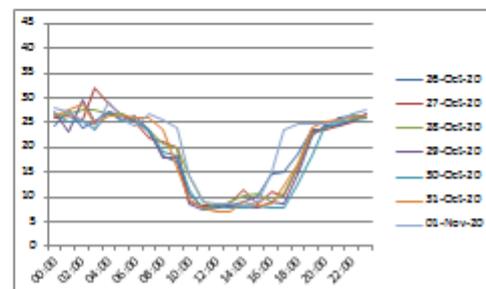
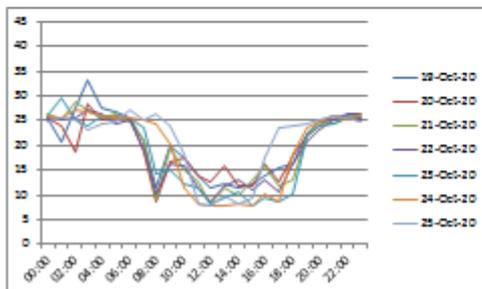
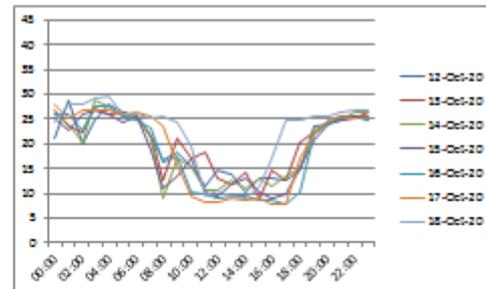
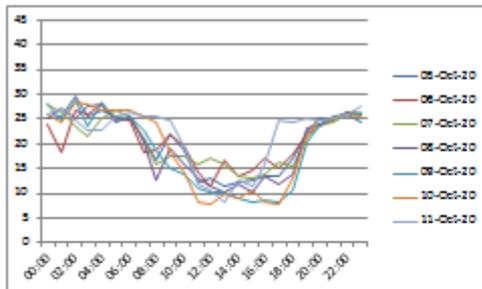
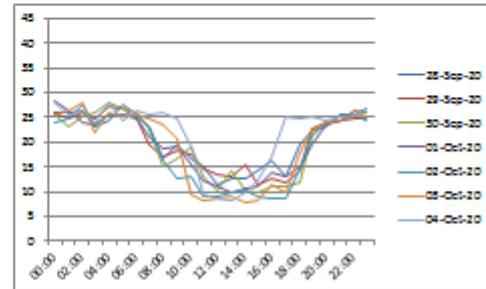
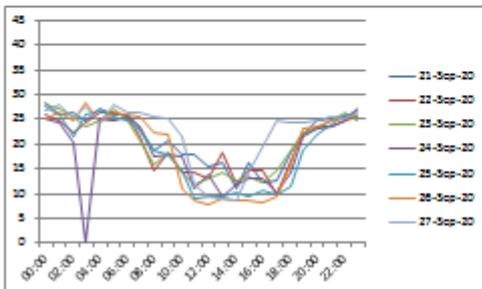
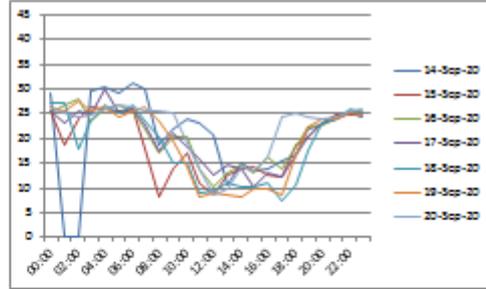
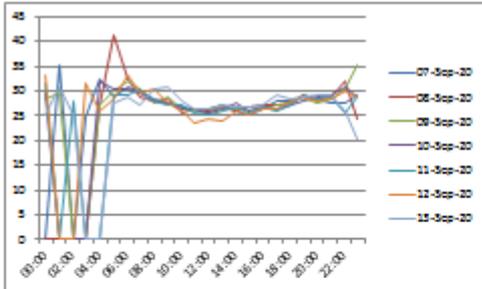
Other Considerations

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 3rd October. The roadworks will lead to a roundabout upgrade on the A264 and Ruser Road junction. The roadworks for this development started on September 28th, three days after the completion of the cycle lane.

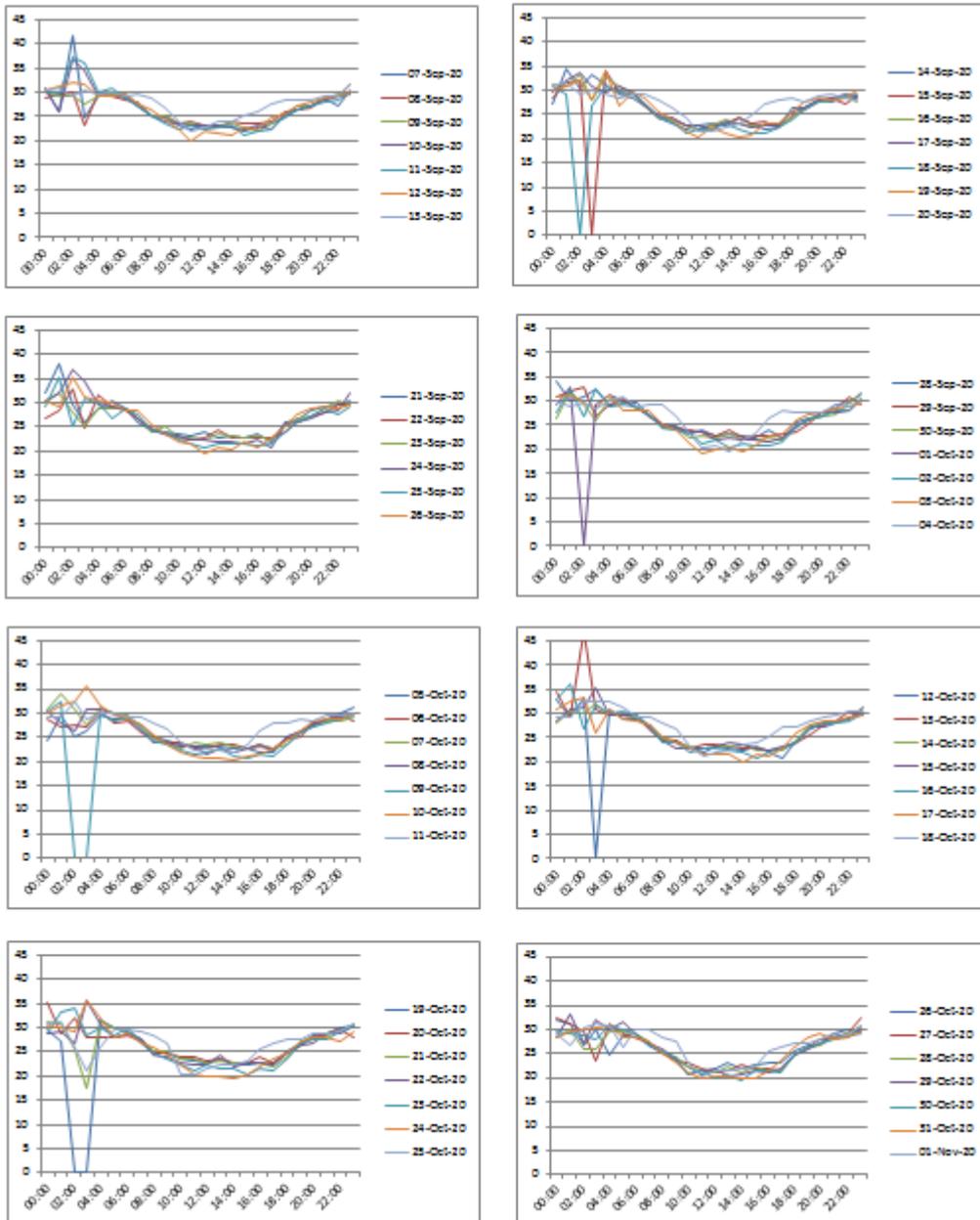
Appendix

Vehicle Speeds

Site 102 – Albion Way – Northbound Weekly



Site 102 – Albion Way – Southbound Weekly

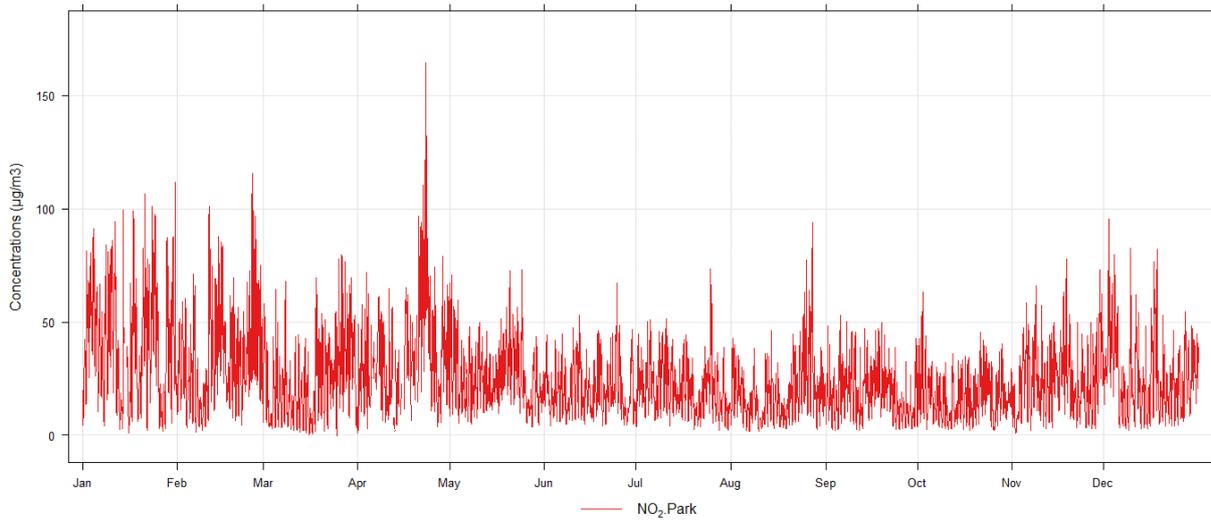


Maintenance Costs

Horsham Pop up Cycle Scheme EATF - Repairs & Maintenance		
Unit Rate / Day Rate	No. of Wands Repaired	Total Cost
Unit Rate - £35 Day Rate - £735	0	£0

Air Quality

1-hr mean NO₂ concentrations at Horsham Park Way in 2019



1-hr mean NO₂ concentrations at Horsham Park Way in 2020

