

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

Scheme Location: Upper Shoreham Road from the A283 to Holmbush Roundabout (2.7km)

Scheme Scope: Light segregation using traffic delineator posts will be provided on Upper Shoreham Road. The minimum width of the cycle lane will be 1.5m, although may be wider where road space allows.

Build Start Date: W/C 7th 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 Shoreham Pop-Up Cycle Lane scheme is located along the Upper Shoreham Road from the A283 to Holmbush Roundabout (2.7km)

Initial Findings

- 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

Site 93 – Upper Shoreham Road

Number of Cycle Movements	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Weekly Total
wc 31Aug20 BASELINE	123	104	197	57	91	82	114	768
wc 7Sept20	95	119	124	155	120	125	142	880
wc 14Sept20	165	128	139	140	120	98	141	931
wc 21Sept20	133	159	71	80	157	243	159	1002
wc 28Sept20	333	407	227	360	105	192	110	1734
wc 5Oct20	288	255	398	192	309	270	319	2031
wc 12Oct20	247	238	283	305	299	303	335	2010
wc 19Oct20	365	276	170	351	254	162	117	1695
wc 26Oct20	261	123	141	147	182	154	138	1146

Cycles % change from baseline (31st August)	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Weekly Total
wc 31Aug20 BASELINE	0	0	0	0	0	0	0	0
wc 7Sept20	↓ -22.8	↑ 14.4	↓ -37.1	↑ 171.9	↑ 31.9	↑ 52.4	↑ 24.6	↑ 14.6
wc 14Sept20	↑ 34.1	↑ 23.1	↓ -29.4	↑ 145.6	↑ 31.9	↑ 19.5	↑ 23.7	↑ 21.2
wc 21Sept20	→ 8.1	↑ 52.9	↓ -64.0	↑ 40.4	↑ 72.5	↑ 196.3	↑ 39.5	↑ 30.5
wc 28Sept20	↑ 170.7	↑ 291.3	↑ 15.2	↑ 531.6	↑ 15.4	↑ 134.1	↓ -3.5	↑ 125.8
wc 5Oct20	↑ 134.1	↑ 145.2	↑ 102.0	↑ 236.8	↑ 239.6	↑ 229.3	↑ 179.8	↑ 164.5
wc 12Oct20	↑ 100.8	↑ 128.8	↑ 43.7	↑ 435.1	↑ 228.6	↑ 269.5	↑ 193.9	↑ 161.7
wc 19Oct20	↑ 196.7	↑ 165.4	↓ -13.7	↑ 515.8	↑ 179.1	↑ 97.6	→ 2.6	↑ 120.7
wc 26Oct20	↑ 112.2	↑ 18.3	↓ -28.4	↑ 157.9	↑ 100.0	↑ 87.8	↑ 21.1	↑ 49.2

Challenges

- There have been 164 comments from 74 individuals via email concerning the pop-up cycle scheme in Shoreham. The topics have been detailed within the report but are primarily concerning the safety of road users.

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 Borough Officers would undertake the necessary internal consultation with their own Members.

WSCC Members were consulted as follows:

Location	Consultation	Keeping You Informed
Shoreham	28/07/2020	02/09/2020

1.2 - 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.

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. Although concerns have often been raised by the public regarding emergency vehicles being unable to navigate the scheme at busy periods, this does not reflect the regular feedback from the Emergency Services

Emergency Services 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.

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 Shoreham 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 diffusion tube used for the Holmbush Roundabout measurements is located close to the A270 roundabout and as a result, NO₂ 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⁻³ is significantly below the UK limit of 200µgm⁻³. Peaks in NO₂ levels at a site can be

due to weather conditions, in particular wind. Other diffusion tubes across Shoreham show a similar trend in NO₂ levels across the year.

The scheme was only fully completed at the end of September, so the monthly mean would largely reflect the period before the scheme was opened. However, the pop-up cycle scheme in Shoreham has not materially affected traffic volumes and flows, so an increase in pollution is not expected. As a result of the scheme, some parking on the roads impacted has been removed, and there is some evidence to suggest more parents and pupils are walking and/or cycling to school, which should positively impact local air quality.

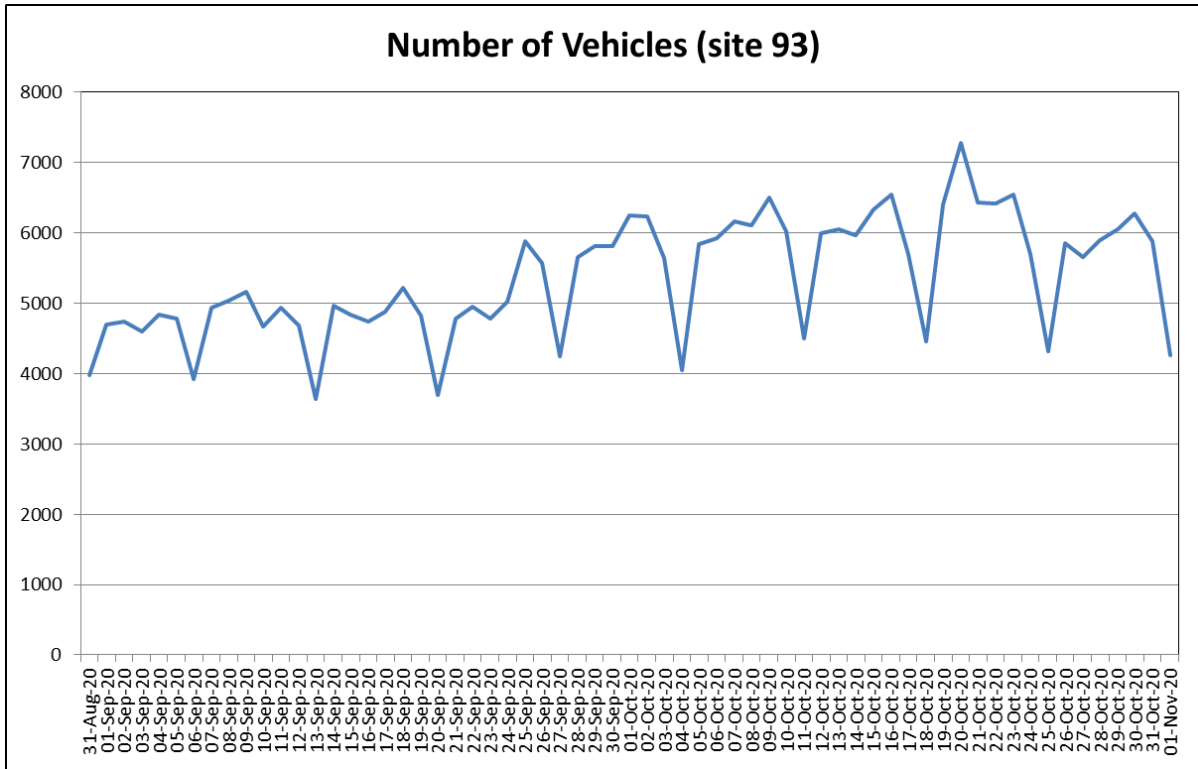
ADUR DISTRICT COUNCIL NITROGEN DIOXIDE CONCENTRATIONS 2020 (µg/m ³)										
SITE		JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP
		09/01- 05/02	05/02- 03/03	03/03- 01/04	01/04- 05/05	05/05- 03/06	03/06- 30/06	30/06- 28/07	28/07- 01/09	01/09- 29/09
		33.77								
HOLMBUSH ROUNDAABOUT	SHOREHAM	27.84	22.42	21.85	19.97	19.87	18.46	14.82	21.41	25.62

3.2 – Traffic counts

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. The graph below details the change in vehicles using this road, with no decline in road vehicle numbers since the scheme was introduced.



NOTE: Only eastbound vehicles have been included in the above chart. Unfortunately, westbound loops have not been recording vehicles.

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 Shoreham.

Site 93 – Upper Shoreham Road

The tables below show the number of cyclists using the Upper Shoreham Road 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 increased from 800 cycle movements per week to a peak of 2000 cycle movements during the weeks of 5th of October and 12th of October.

Number of Cycle Movements	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Weekly Total
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3.4 – Drive Through Times & Speed Data

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

WSCC Officers conducted several dash-cam recorded and timed drive throughs of the Shoreham 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.
- Morning Average Route times were under 4 minute 30 seconds in either direction. (Timed over 20 runs)
- Evening Average Route times were under 4 minutes in either direction. (Timed over 28 runs)
- The longest recorded journey was 6 minutes 34 seconds.
- The fastest recorded journey was 3 minutes 25 seconds
- Total Cyclists within the scheme boundaries over the runs was 433, of these:
 - AM - 148 used Pop Up Lane, 46 Cyclists within scheme boundary but on pavement and 66 were outside the cycle lane but within the scheme boundaries.
 - PM – 110 used Pop Up Lane, 27 Cyclists within scheme boundary but on pavement and 36 were outside the cycle lane but within the scheme boundaries.

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 Westbound	2	3	29	34.4
08:00 - 09:00 Eastbound	2	3	28	34.6
17:00 - 18:00 Westbound	2	3	28	34.6
17:00 - 18:00 Eastbound	2	3	25	35.1
Average				
Average	Distance (miles)	Time (mins)	Time (seconds)	Speed (mph)
08:00 - 09:00 Westbound	2	4	13	28.4
08:00 - 09:00 Eastbound	2	4	07	29.1
17:00 - 18:00 Westbound	2	3	46	31.8
17:00 - 18:00 Eastbound	2	3	42	32.4
Slowest				
Slowest	Distance (miles)	Time (mins)	Time (seconds)	Speed (mph)
08:00 - 09:00 Westbound	2	6	34	18.2
08:00 - 09:00 Eastbound	2	5	44	20.9
17:00 - 18:00 Westbound	2	4	27	26.9
17:00 - 18:00 Eastbound	2	4	01	29.8

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.

Site 93 – Upper Shoreham Road

Eastbound - Mean Vehicle Speed (mph)	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Weekly Mean
wc 31Aug20 BASELINE	25	25	25	25	25	24	25	25
wc 7Sept20	24	25	24	24	23	21	22	23
wc 14Sept20	21	21	21	21	21	22	22	21
wc 21Sept20	22	22	22	23	29	29	29	25
wc 28Sept20	28	28	28	28	27	28	28	28
wc 5Oct20	28	28	28	27	27	28	28	28
wc 12Oct20	28	28	27	28	28	28	28	28
wc 19Oct20	29	28	28	28	27	28	27	28
wc 26Oct20	28	28	28	28	28	28	28	28

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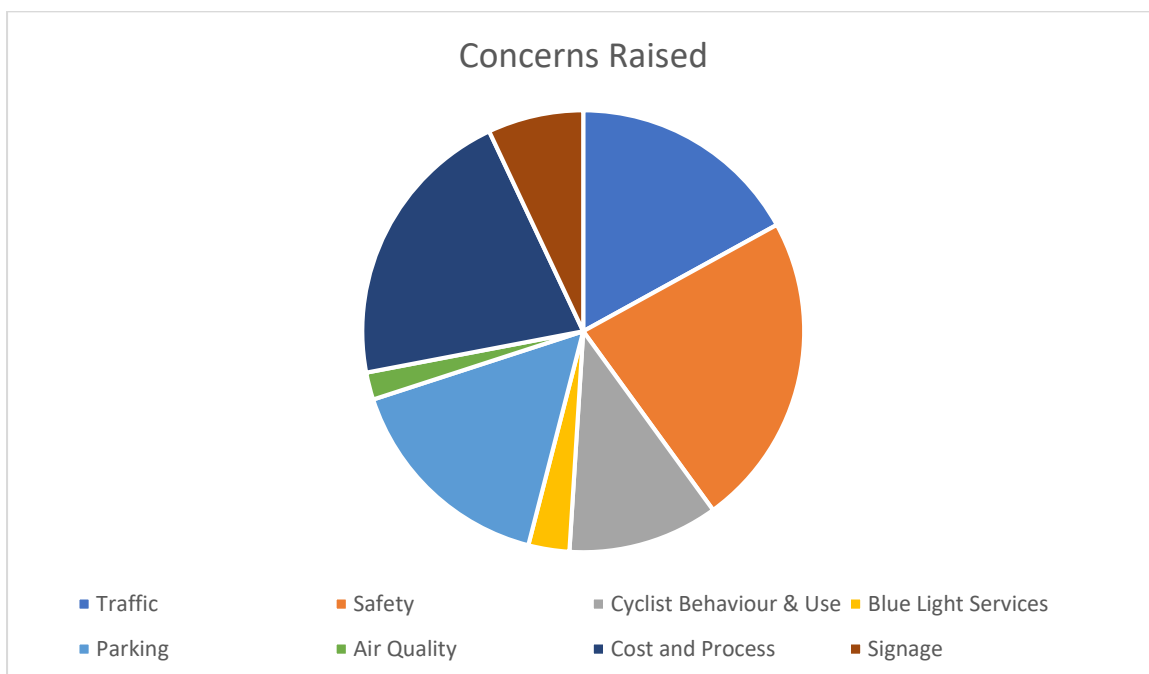
4.1 – Maintenance

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 Shoreham pop-up cycle scheme attracted a total of 164 concerns from 74 individuals via email. Of the 74 individuals 14 were in support of the scheme and 9 individuals were engaged in ongoing dialogue.

Categories of comments received:



Primarily, safety of road users was the most frequently reported concern, with process and cost being a secondary concern for residents and respondents. Traffic and Parking were also a key concern for many respondents.

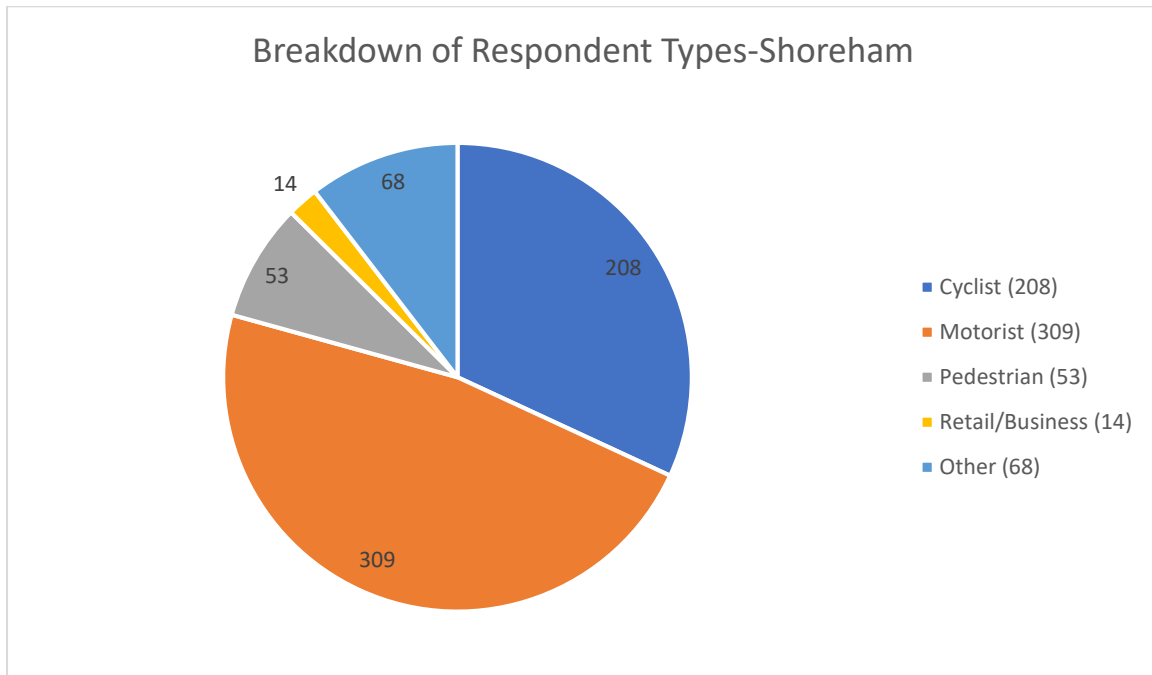
Overall comments review:

Most comments were opposed the scheme due to loss of parking and lack of consultation. However, the positive comments have been the highest for any scheme implemented. Access and turning as well as vehicles parking in the cycle lane were mentioned by many. Several observations cited the implementation of the pop-up cycle lanes 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 still appears to be within a range that might be expected.

Online Survey Data:

Since the online survey has been live (21/9/20), **732** 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:



*Higher ratio of cyclists to motorists' respondents compared to other EATF surveys.

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

There were 209 responses to this part of the question.

Option	Total	Percent
Daily	57	7.79%
Weekly	80	10.93%
Monthly	18	2.46%
Less often	21	2.87%
Never	33	4.51%
Not Answered	523	71.45%

The survey asked, ‘Would you support or oppose the Upper Shoreham Road, Shoreham (2.7km) temporary (or pop-up cycle lane) being made permanent in its current format?’

There were 732 responses to this part of the question.

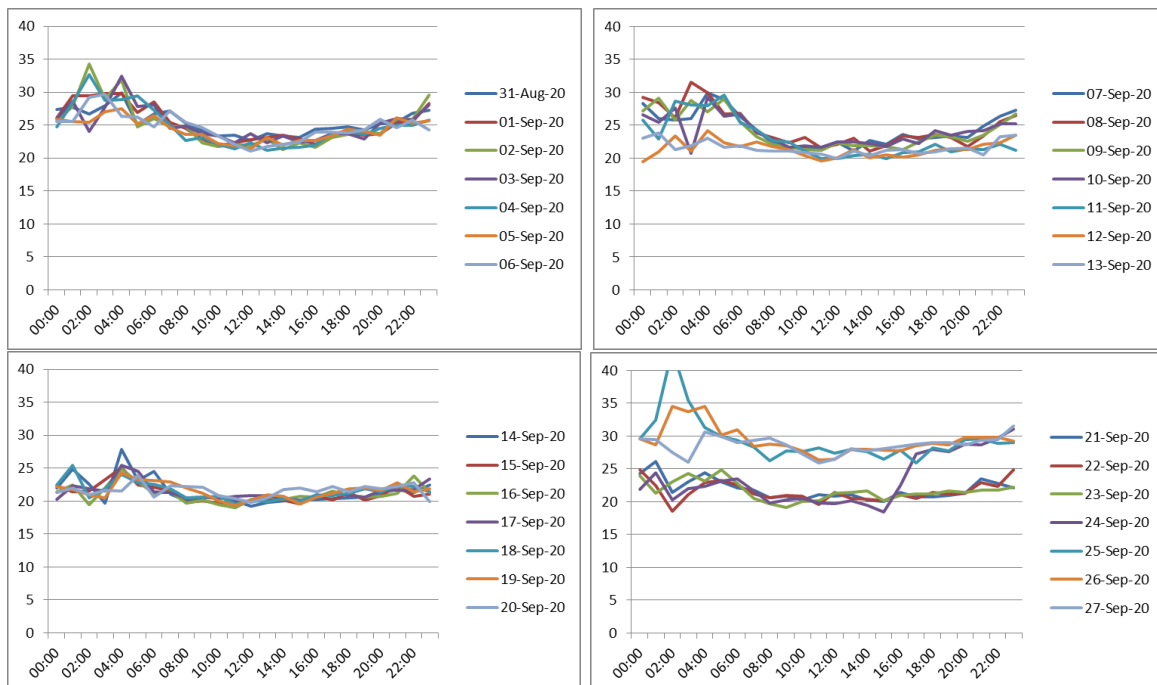
Option	Total	Percent
Strongly oppose	375	51.23%
Oppose	62	8.47%
Neither support nor oppose	12	1.64%
Support	74	10.11%
Strongly support	209	28.55%
Not Answered	0	0.00%

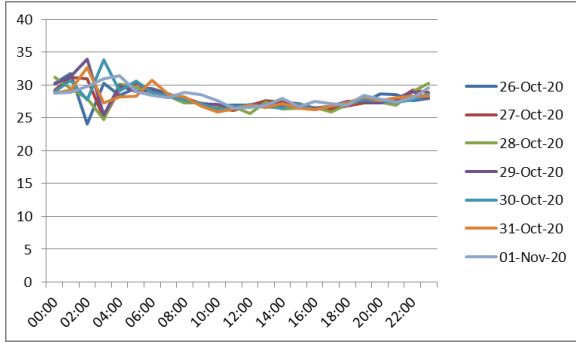
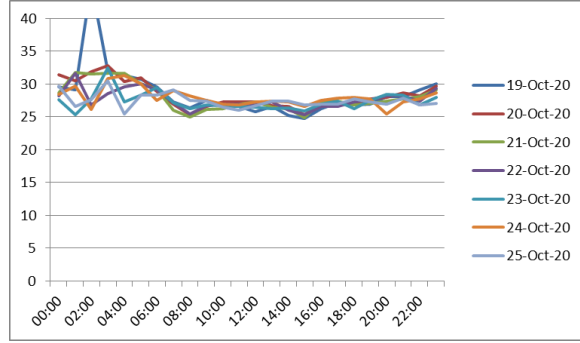
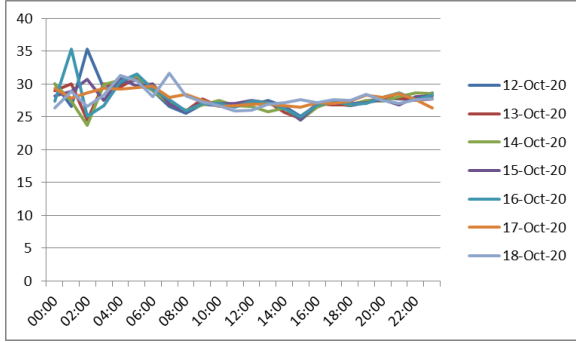
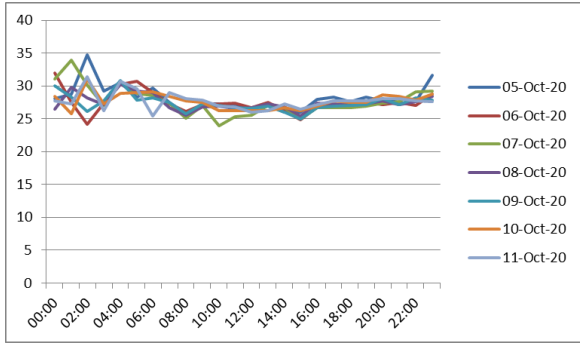
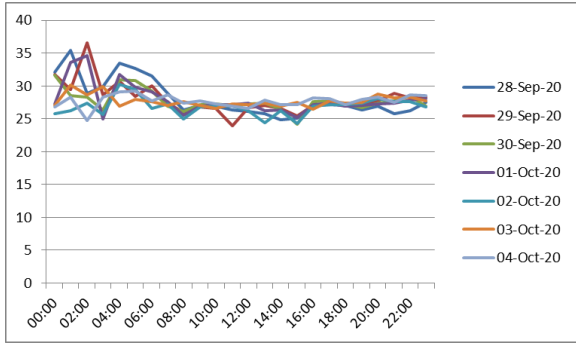
The survey also gave the respondents an opportunity for written feedback on the scheme. As of 29th October, there were 422 written comments. A random sample of 111 comments were selected and the general feedback showed respondents were concerned with the impact on road safety/highway, parking in the cycle lane, impact on reduction of residential parking and traffic delays. Unlike other EATF surveys, a higher number of positive comments were recorded. This survey had the least number of respondents.

Appendix

Vehicle Speeds

Site 93 – Upper Shoreham Road – Eastbound





Maintenance Costs

Shoreham 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

Traffic data monitoring sites

