

Monitoring report

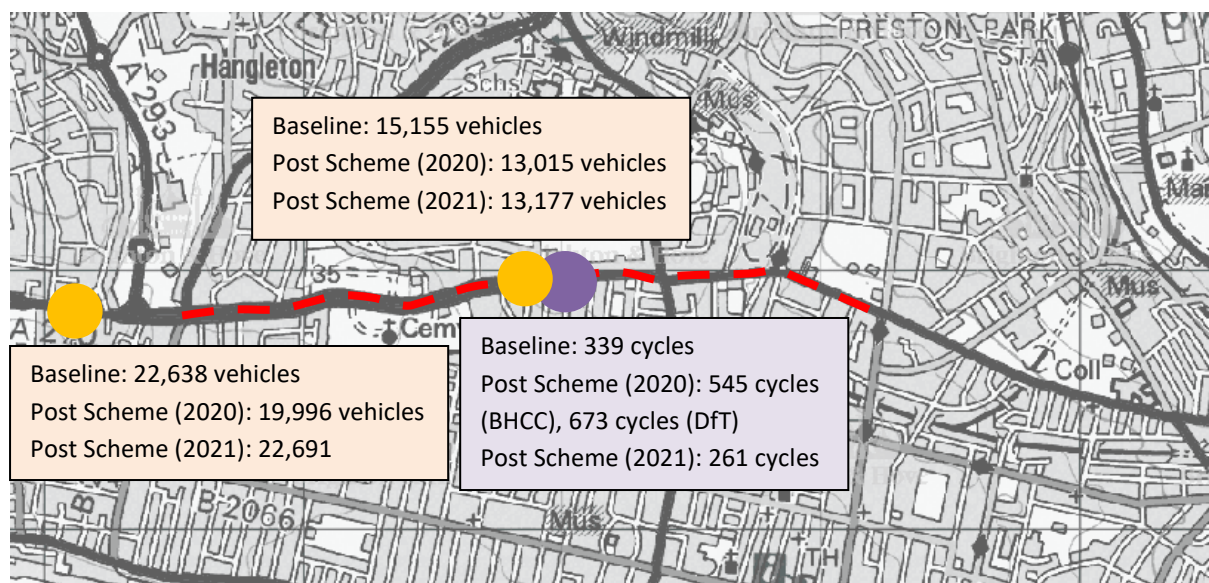
Old Shoreham Road temporary cycle lanes

From 11 May 2020 new temporary cycle lanes on the A270 Old Shoreham Road were introduced. These free up space for cyclists in response to government guidance on physical distancing and changes to how people are currently travelling around the city.

The cycle lane runs from the junction with Hangleton Road in West Hove, to The Drive where it joins the existing network. It is approximately 1.7 miles in length.

Monitoring

Since the introduction of the cycle lanes, new monitoring of the route and how it's being used has been commissioned. This sits alongside our existing baseline data on this route and also from surrounding sites. A new permanent automatic traffic and cycle counter was installed and operational from September 2020. In addition to this, standalone 7-day surveys of both traffic and cycles along the road were conducted prior to this, to capture early use of the lane. Queue lengths have also been monitored. New data from 2021 allows us to see changes in traffic and cycle levels as lockdown measures ease.



Traffic

During the early months of the pandemic, traffic levels along this route fell as people travelled around the city less. In more recent months traffic levels are beginning to return to normal (there is the possibility of a rise in traffic whilst use of public transport remains limited). There is no evidence of a change in average speed along this route since the introduction of the cycle lanes.

Site	Traffic Volume ¹				
	Baseline	Post Implementation Data			
		(2020)	Change from baseline	(2021)	Change from baseline
Lullington Avenue	15,155 ²	13,015 ³	-14.1%	13177	-13.0%
Benfield Way ⁴	22,638 ⁵	19,996	-11.7%	22,691	+0.2%

Cycles

The introduction of the cycle lanes has shown increased cycling volume along this route by up to 61% between 2016 data collected by the DfT and a 7 day count of cycles following the implementation of the lanes in July 2020. The DfT also returned to this site in 2020 to conduct a manual count and also recorded a 98.5% increase of cycles from their 2016 figure. Since September 2020 our new permanent count site covering the new cycle lanes has been operational allowing us to monitor ongoing usage on the cycle lanes. The latest figures for a week in June show a daily average of 261 but it should be noted the week in

¹ 12 hour 7 day average

² 7 day temporary ATC December 2017

³ 7 day temporary ATC's July 2020

⁴ Permanent BHCC Count Site

⁵ 7 day average for comparable weeks in July 2019, July 2020 and June 2021

question covered multiple days of heavy rain. Cycling usage can be sensitive to fluctuations in weather and this needs to be considered in reviewing the below data.

Sites on A270 (Old Shoreham Road)	Cycle Volume						
	Baseline	Post Scheme Implementation					
		2020 (DfT)	Change from baseline	2020 (BHCC Temp)	Change from baseline	2021 (BHCC Permanent)	Change from baseline
Lullington Avenue	339 ⁶	673 ⁷	+99%	545 ⁷	61%	261	-23%

Note on weather for the Lullington Avenue surveys:

- The baseline data in July 2016 was recorded during a month of extremely low rainfall (5mm compared to an average for July (1981-2021) of 48.9mm)
- For the July 2020 counts (DfT) the rainfall was below average (13.8mm compared to an average for July (1981-2021) of 48.9mm)
- For the June 2021 counts (BHCC) the rainfall was very high compared to the average (101.9mm compared to an average for June (1981-2021) of 47.2mm)

An additional cycling count was undertaken over one day in April 2021 between Olive Road and Stapley Road, a total of 392 cyclists were recorded using the lanes over a 13 hour period.

BTN Bikeshare

There was increased activity levels at BTN Bikeshare hubs located near to the new cycle lanes (rents and returns) in 2020 on the same months in 2019. Change in activity at these hubs far exceeds the overall citywide figures of change in bikeshare usage, demonstrating that these hubs are seeing an above average increase in use. However in 2021 Bikeshare use in the comparable month used (May) Bikeshare trips were well below levels in 2020 and 2019. This is true of citywide figures and reflected in the sites near to Old Shoreham Road⁸

⁶ DfT Count point 46301, Manual Count in June 2016 and July 2020

⁷ BHCC cycle survey July 2020

⁸ These findings are indicative only as we cannot confirm if the trips originating and ending from these hubs used the new cycle lanes.

Change in Bikeshare hub activity between 2019 and 2021¹

City wide change in activity
 May 2020 +1.8% on May 2019
 May 2021 -34% on May 2019

49 Hove Park
 May 2020 activity +51.6% on 2019
 May 2021 activity -40% on 2019

68 Portslade Station
 May 2020 activity +10.9% on 2019
 May 2021 activity -27.7% on 2019

67 Portland Road / Glebe Villas
 May 2020 activity +69.4% on 2019
 May 2021 activity -40.6% on 2019

69 New Church Road / Boundary Road
 May 2020 activity +60.0% on 2019
 May 2021 activity -45.4% on 2019



¹Where comparable data is available

202

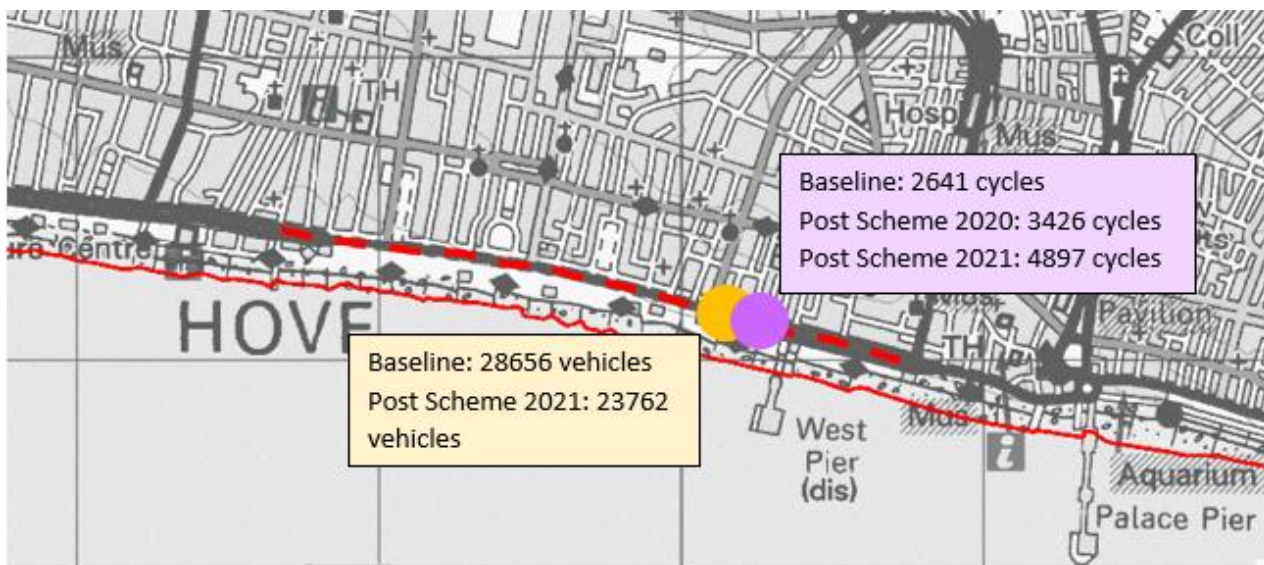
A259 Temporary Cycle lane

From August 2020 a temporary westbound cycle lane was introduced alongside the existing cycle lane on the seafront promenade, this frees up space for cyclists and pedestrians in response to government guidance on physical distancing and changes to how people are currently travelling around the city.

The cycle lane was originally introduced from the Palace Pier roundabout to Fourth Avenue, but soon after it was introduced in response to congestion levels, particularly affecting buses at this key location, and feedback received the section between the Palace Pier roundabout and West Street was removed.

Monitoring

Since the introduction of the cycle lane, new monitoring of the route and how it's being used has been commissioned. This sits alongside our existing baseline data on this route and also from surrounding sites. Our existing permanent automatic cycle counter was reconfigured to also capture cyclists in the new lane and was operational from September 2020 allowing us to see how cycle traffic had changed following the lane introduction. The traffic and cycle counter site at this location was damaged in early 2021 and while awaiting repair, a further piece of monitoring work was commissioned. New data from 2021 allows us to see changes in traffic and cycle levels as lockdown measures ease, it is anticipated the permanent site will be repaired this month.



Traffic

BHCC have one permanent traffic count site along the route of the existing temporary cycle lane. During 2020 this site was damaged and is currently awaiting repair. To gain comparable data an independent 7 day video count was commissioned for June 2021. Traffic levels have dropped from pre covid levels along this stretch of the A259.

Site	Traffic Volume ⁹		
	Baseline	Post Implementation (2021)	Change
Between Oriental Place and Cavendish Place ¹⁰	28656	23762	-17%

In addition to the permanent site located along the route BHCC also have other permanent count sites to the east and west of the above location on the A259 which can be monitored to see potential impact of the cycle lane. It can be seen that immediately after the lane was introduced, the site to the east recorded a fall in the average speed, this was an area suffering from congestion prior to the removal of the section of cycle lane between the Palace Pier and West Street.

Site	Traffic Volume ⁹					Traffic speed ⁹				
	Baseline	Post Implementation				Baseline	Post Implementation			
		(2020) ¹¹	Change	(2021)	Change from baseline		(2020) ¹¹	Change From baseline	(2021)	Change from baseline
Wellington Road ¹²	18125	17221	-5%	16764	-7.5%	27mph	27mph	0mph	26mph	-1mph

⁹ 16 hour 7 day average

¹⁰ Comparable Data June (10-16) 2019 and June 10-16) 2021

¹¹ Taken just after the nearby temporary cycle was implemented

¹² Comparable data August (19-25) 2019, August (24-30) 2020 and May (10-16) 2021

Marine Parade¹²	21922	19483	-11%	22860	-4%	22mph	20mph	-2mph	22mph	0mph
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Cycles

The introduction of the cycle lanes has showed an immediate increase in cycling in September 2020, and this increase has continued into 2021. The existing permanent count site was reconfigured in August 2020 to include counts from the temporary lane as well as the lane on the promenade. In 2021 this permanent count site was damaged and is awaiting repair. BHCC commissioned an additional count of cycles and traffic in the location during June 2021 to continue monitoring the lane until the permanent repairs had been made. This count showed an 85% increase of cycles compared to 2019 data. It should be noted the latest data includes not only the dedicated cycle lanes but also any cyclists using the traffic lanes or the pavement sections.

Sites on A259 (Kings Road)	Cycle Volume				
	Baseline ¹³	Post Scheme Implementation			
		2020 ¹³	Change from baseline	2021 ¹⁴	Change from baseline
Between Oriental Place and Cavendish Place	2641	3426	29.7%	4897	85%

Note on weather for the A259 cycle surveys:

- The baseline data in June 2019 was recorded during a month of above average rainfall (97.4mm compared to an average for June (1981-2021) of 47.2 mm)

¹³ Comparable Data from BHCC permanent cycle count site June (17-23) 2019 and September (14-20) 2020

¹⁴ Data from a BHCC commissioned count site (June 10-16) 2021

- For the September 2020 counts the rainfall was slightly below average (45.1mm compared to an average for September (1981-2021) of 64.1)
- For the June 2021 counts (BHCC) the rainfall was more than double the average (101.9mm compared to an average for June (1981-2021) of 47.2mm)

BTN Bikeshare

There was increased activity levels at BTN Bikeshare hubs located near to the new cycle lanes (rents and returns) in 2020 on the same months in 2019. Change in activity at these hubs far exceeded the overall citywide figures of change in bikeshare usage, demonstrating that these hubs were seeing an above average increase in use. However in 2021, Bikeshare use in the comparable month used (May) Bikeshare trips were well below levels in 2020 and 2019. This is true of citywide figures and reflected in the sites along the A259¹⁵



¹⁵ These findings are indicative only as we cannot confirm if the trips originating and ending from these hubs used the new cycle lanes.

Extension of temporary cycle lane to the west

BHCC permanent cycle counters in areas surrounding the current temporary cycle lane will be useful to monitor changes if the temporary cycle lane is extended to the west as proposed. In anticipation of an extension to the west a small number of other counts have been commissioned which can be used as a future baseline if needed.

Sites on A259	Traffic Volume	Cycle Volume
Between Seafield Road and Sussex Road ¹⁶	20067	833
Between Sackville Gardens and Westbourne Villas ¹⁷	19196	3232

The site between Seafield Road and Sussex Road is located on a stretch without any dedicated cycling infrastructure, the 7 day average figure for cyclists indicates over 4000 fewer cyclists here than the number of cyclists recorded during the same period on the temporary cycle lane to the east. The stretch between Sackville Gardens and Westbourne Villas does include an on-pavement cycle lane, and cycle use is higher on this section than the Seafield Road / Sussex Road count, however levels of use are still below the data seen for the existing temporary cycle lane.

Alongside the count of the A259 traffic and cycle flow at site between Sackville Gardens and Westbourne Villas, the junction at Sackville Gardens was also monitored as a baseline.

¹⁶ BHCC Commissioned count June (13-19) 2021

¹⁷ BHCC Commissioned count June (10-16) 2021

Junction site	Entries to Sackville Gardens						Exits from Sackville Gardens					
	From Kingsway Eastbound		From Kingsway Westbound		Total		Onto Kingsway Eastbound		Onto Kingsway Westbound		Total	
Sackville Gardens	Traffic	Cycle	Traffic	Cycle	Traffic	Cycle	Traffic	Cycle	Traffic	Cycle	Traffic	Cycle
		293	28	245	64	538	92	496	90	181	31	677

