



Hill Lane Cycle Lane 3 Month Review
October 2020

Hill Lane – Three Month Review

Why Hill Lane?

Hill Lane is part of SCN4 between City Centre, Rownhams & North Baddesley.

Route for key workers and connects Central Station, Shirley, Common, General Hospital, Outdoor Sports Centre, and residential and employment areas.

Complements existing cycle lanes on Hill Lane and provides an alternative to cycling in the Common.

Supporting social distancing on Hill Lane and in Common.

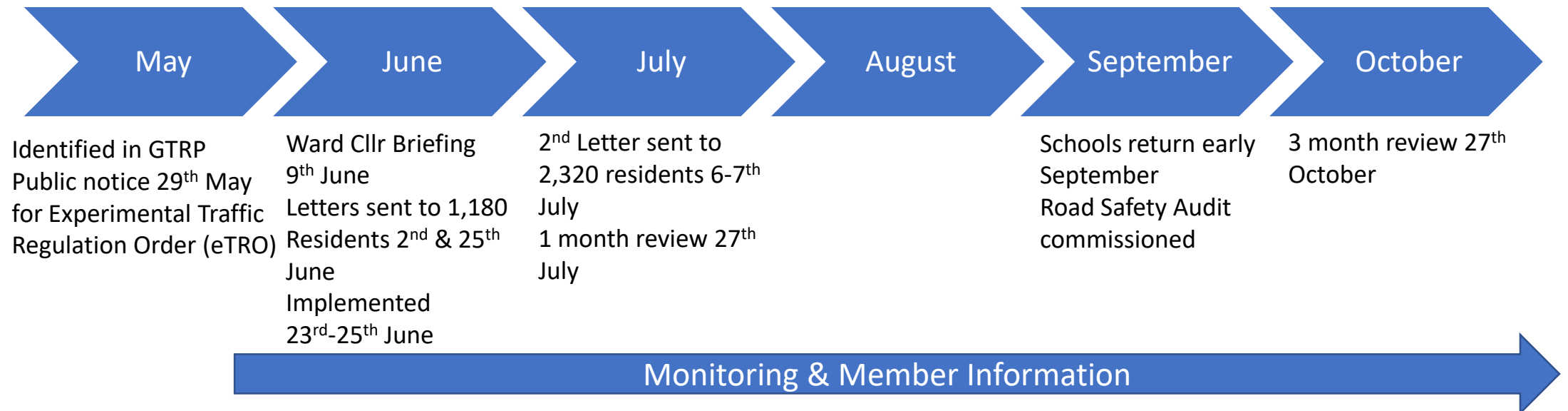
Covid lockdown - more people were using the Common and maintaining safe and social distance is important.



Hill Lane – Three Month Review

- Review of data collected to date for traffic (volume & speed), cycles, parking and safety, as well as responses to formal and informal consultations
- Since implementation in June data has been collected at regular weekly and monthly intervals with weekly briefings and information sharing with Cabinet Member and Ward Members
- There has been engagement with the schools on Hill Lane - officers contacted King Edwards and Richard Taunton in advance of schools returning and remain in contact with them.

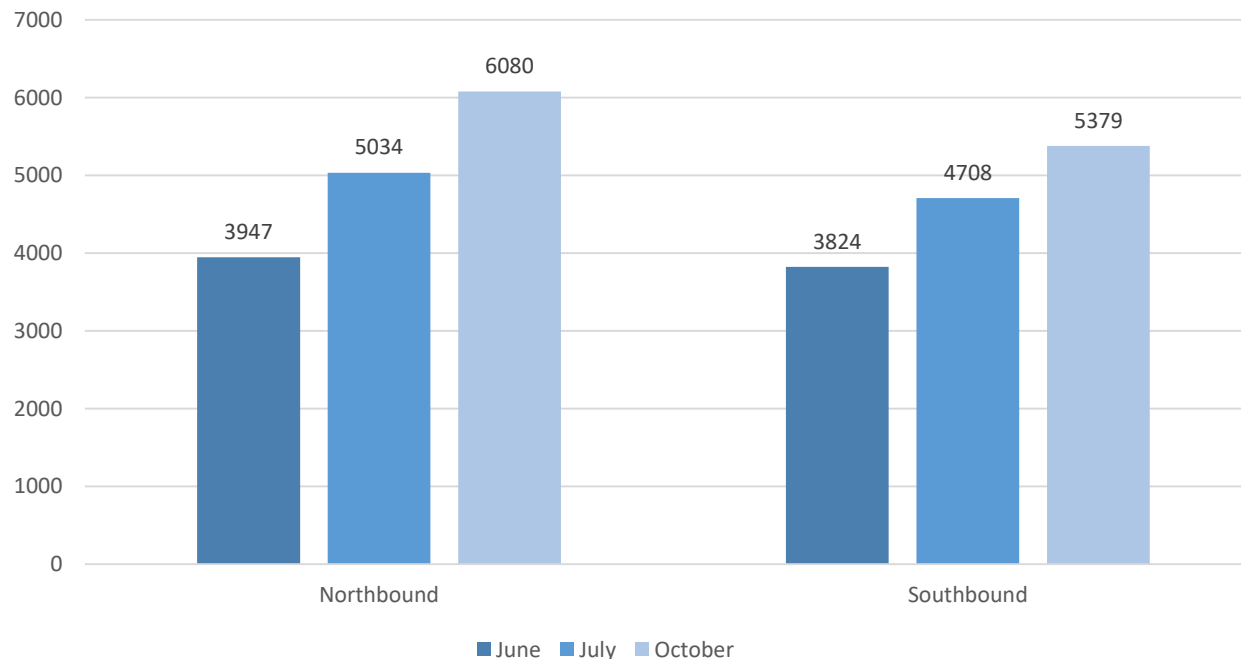
Hill Lane Timeline



Hill Lane - Traffic Flows

- 24-hr counts on Hill Lane south of Lincoln Court for 2 weeks: pre-scheme - 29 May to 11 June 2020, post-scheme on 6 to 19 July & 26th September-2nd October 2020
- Below shows 24hr average weekday flows (not weekends)
- Total flows have increased by 54% northbound and 41% southbound from June to October (in line with traffic flows across the city since lockdown restrictions have been eased from June)

Hill Lane South of Lincoln Court, 24 hour flows
Averages June, July & October



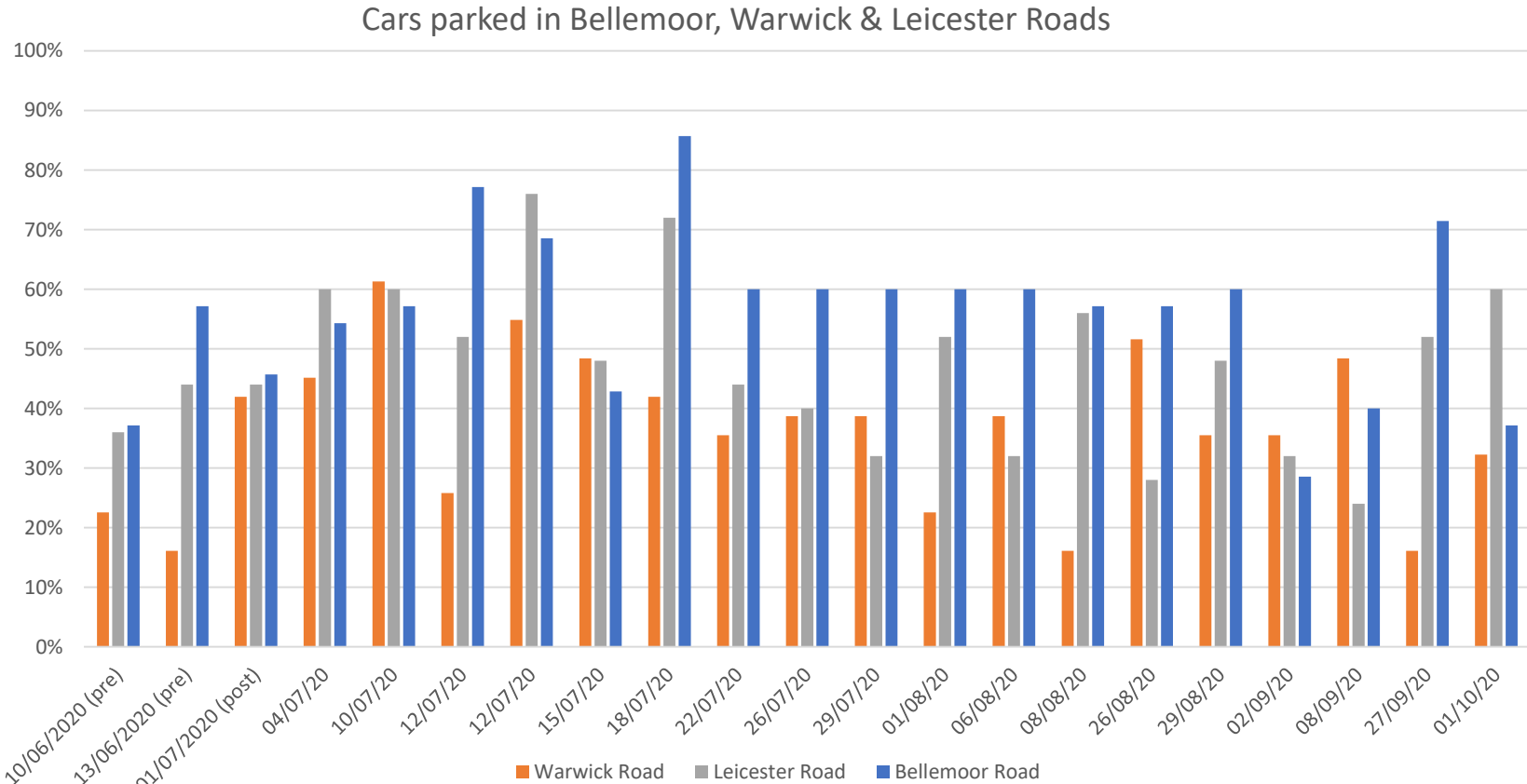
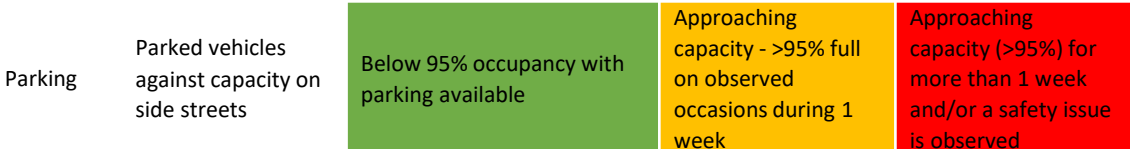
Hill Lane - Vehicle Speeds

- On Hill Lane South of Lincoln Court pre and post scheme implementation (July & October)
- Speed data is based on 2 weeks of ATC data pre (blue) and two 2-week post scheme surveys (green)
- Average speeds have decreased since scheme implementation in both AM and PM peaks, over 12 and 24 hours, northbound and southbound.
- Speeds post-scheme in October are between 28.4mph-31mph with the biggest drop of 4.3mph (13%) in AM peak southbound

Speeds (mph) 2 week average								
	Northbound				Southbound			
	June	Jul	Oct	Diff (Jun-Oct)	June	Jul	Oct	Diff (Jun-Oct)
24hr	32.5	32.3	30.7	-1.8	32.3	30.9	30.0	-2.3
7-7	31.9	31.7	30.1	-1.8	32.2	31.5	29.3	-2.9
AM	32.9	32.1	31	-1.9	32.6	30.6	28.3	-4.3
PM	31.9	31.5	28.4	-3.5	31.7	30.7	29.1	-2.6

Hill Lane - Parking

Bellemoor Road & Northern Side Roads

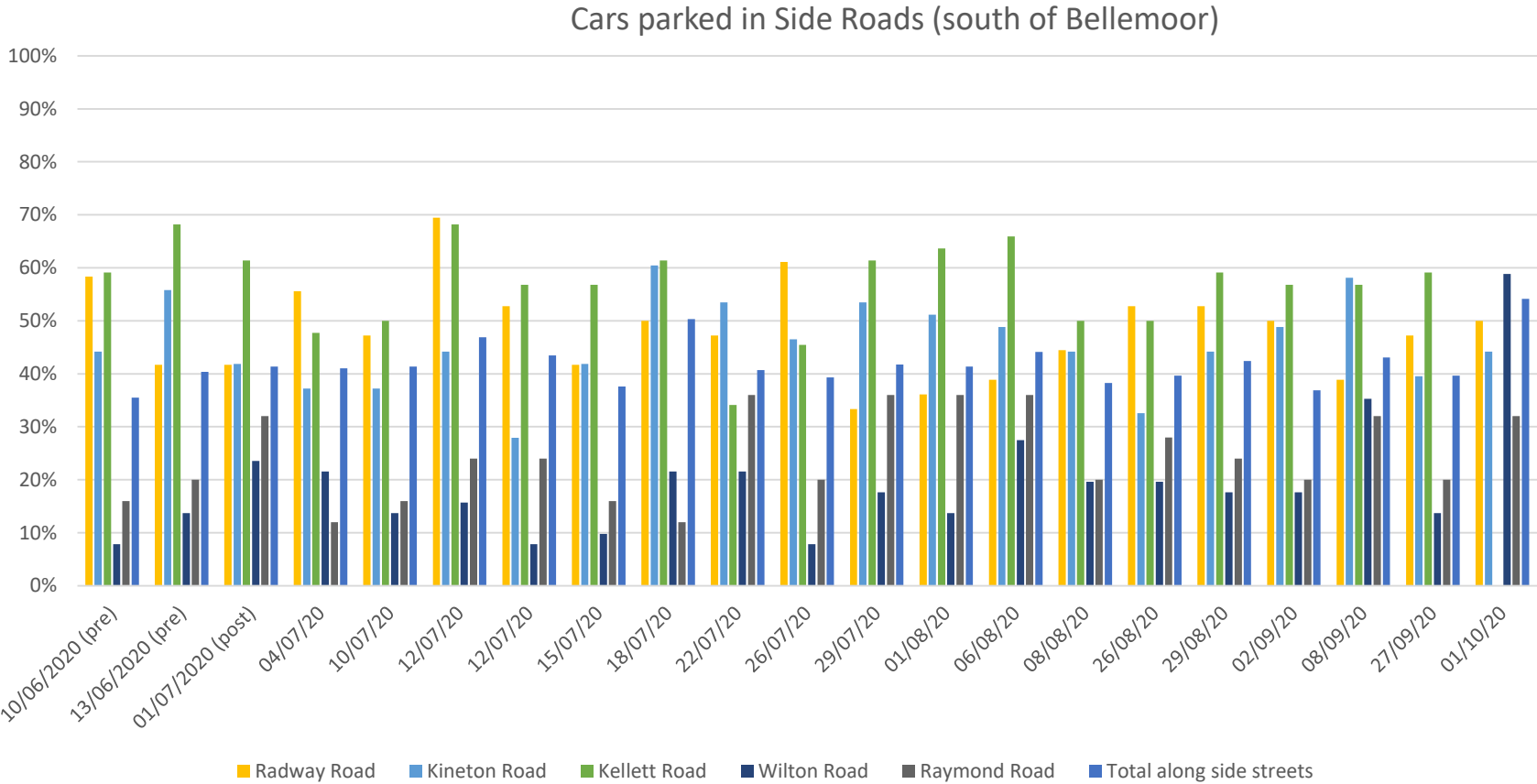


Highest usage on Bellemoor Road with 85% on 18th July and 71% on 27th September

Usage on Leicester and Warwick Roads was below 60% occupancy – apart from 12th & 18th July

Hill Lane - Parking

Southern Side Roads



Both Kinton Road and Kellett Road were busy on 18th, 26th, 29th July & 1st August with 60%, this is in line with before scheme parking.

Parking on Wilton Road increases in September once KEVI School returned

Parking

Parked vehicles
against capacity on
side streets

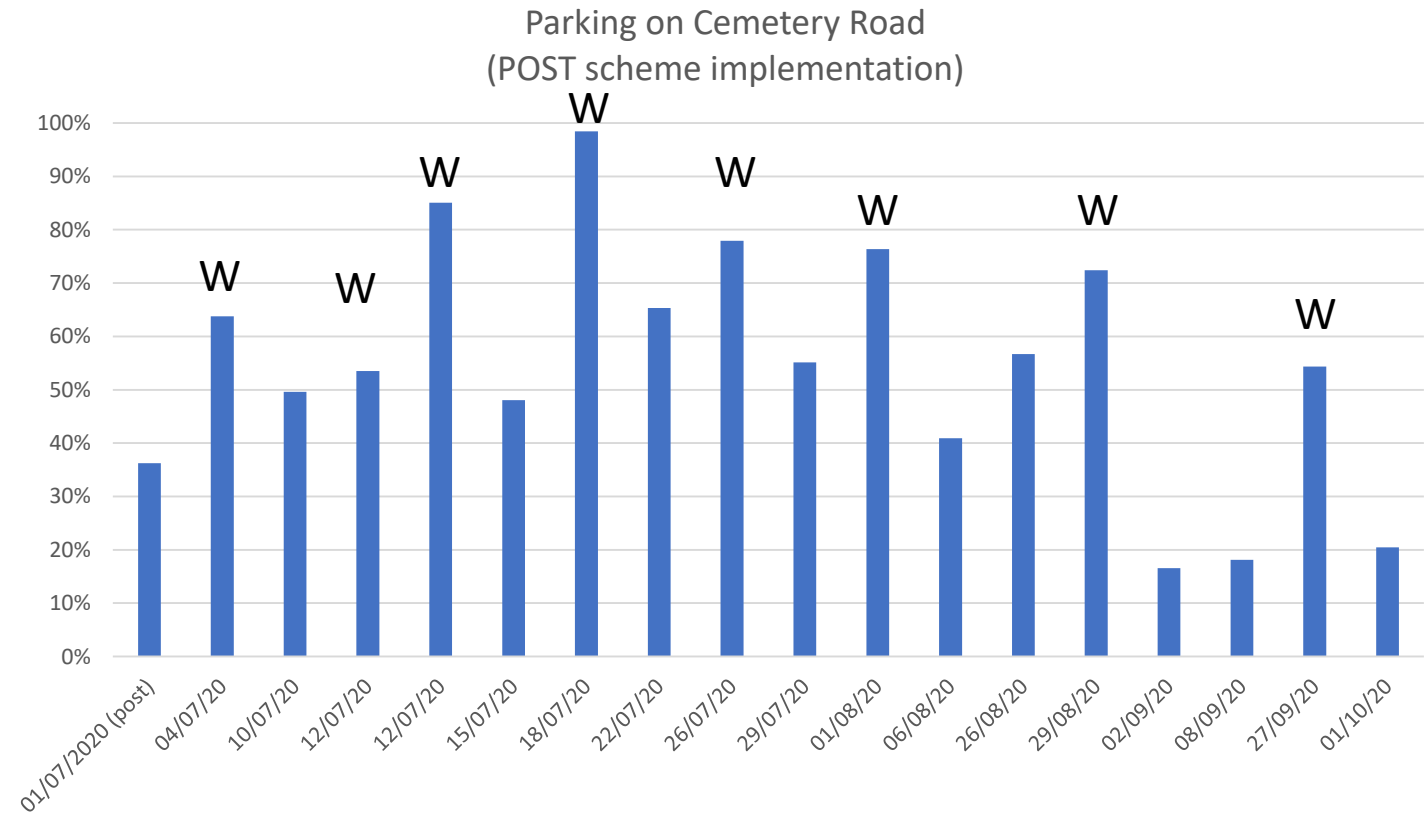
Below 95% occupancy with parking available	Approaching capacity - >95% full on observed occasions during 1 week	Approaching capacity (>95%) for more than 1 week and/or a safety issue is observed
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Hill Lane - Parking

Cemetery Road

- Surveys post scheme implementation for parking usage on Cemetery Road
- Total available spaces: 127
- Parking is busy at weekends / good weather

W = Weekend Count



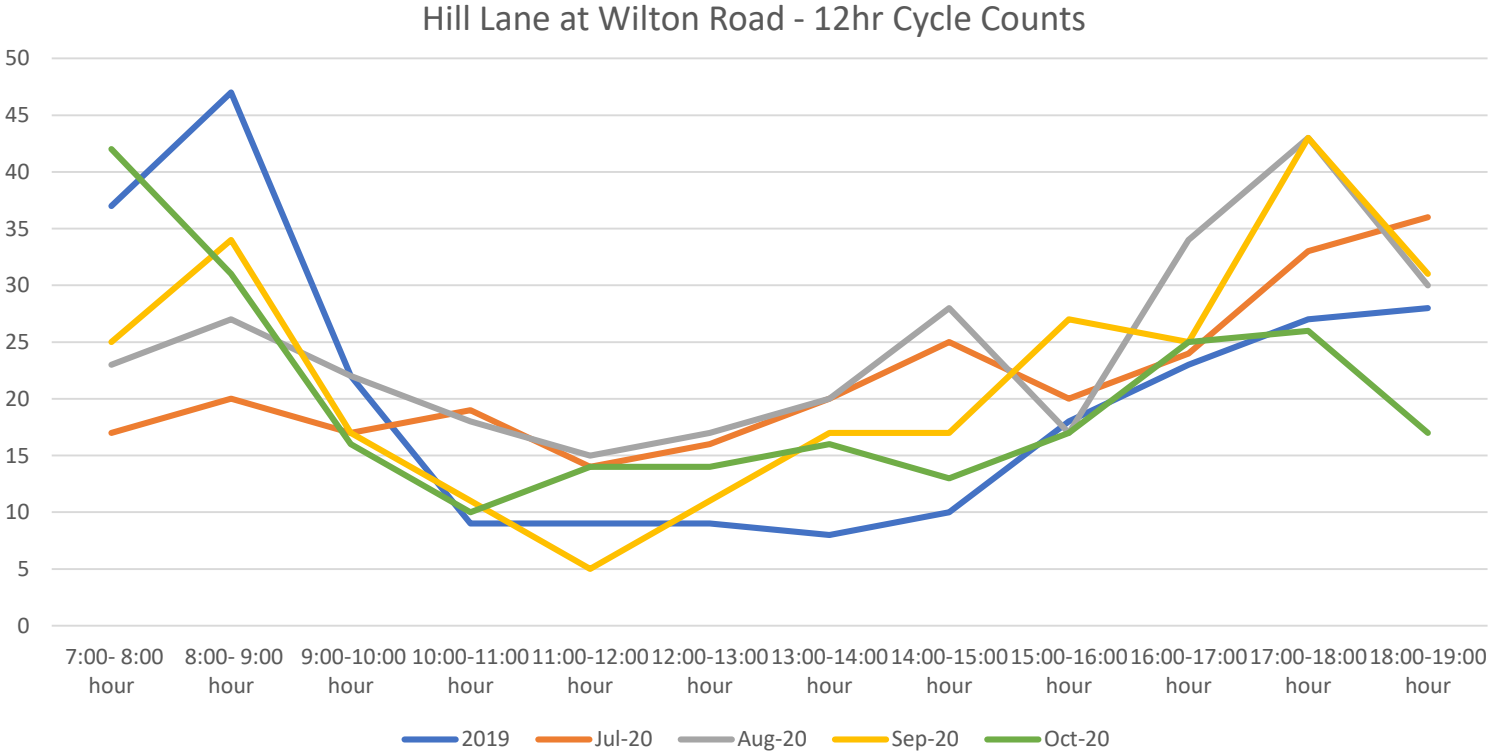
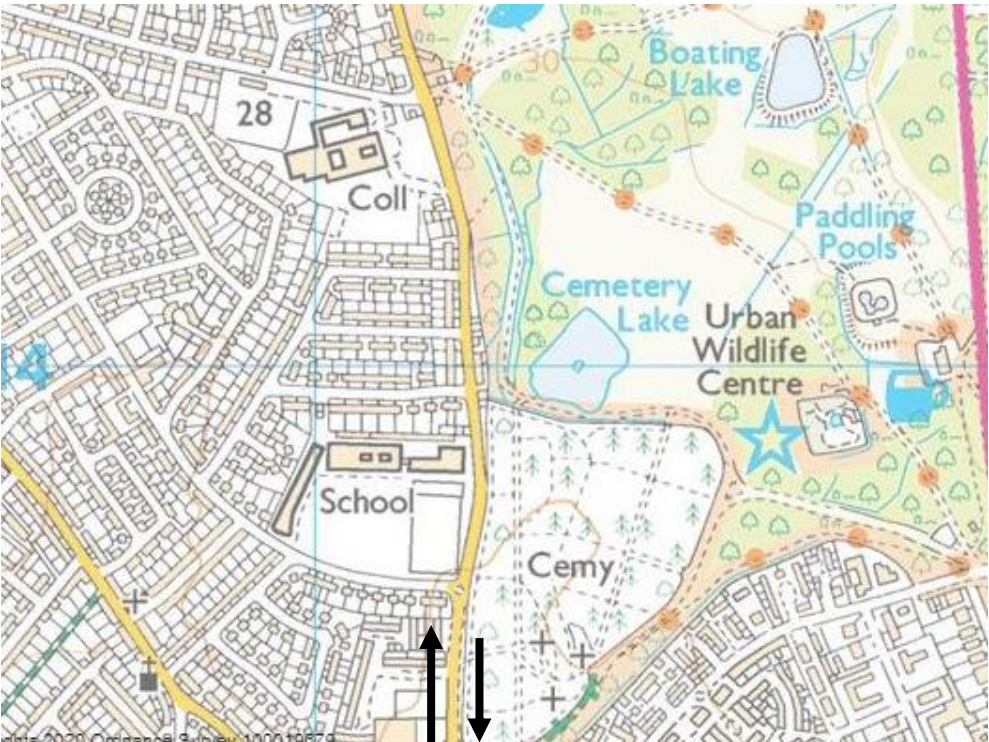
Hill Lane – Cycling

Wilton Road

12hr cycle count on Hill Lane (south of Wilton Road) carried out in Feb 2019 for pre-scheme and July, August, September & October 2020 post scheme

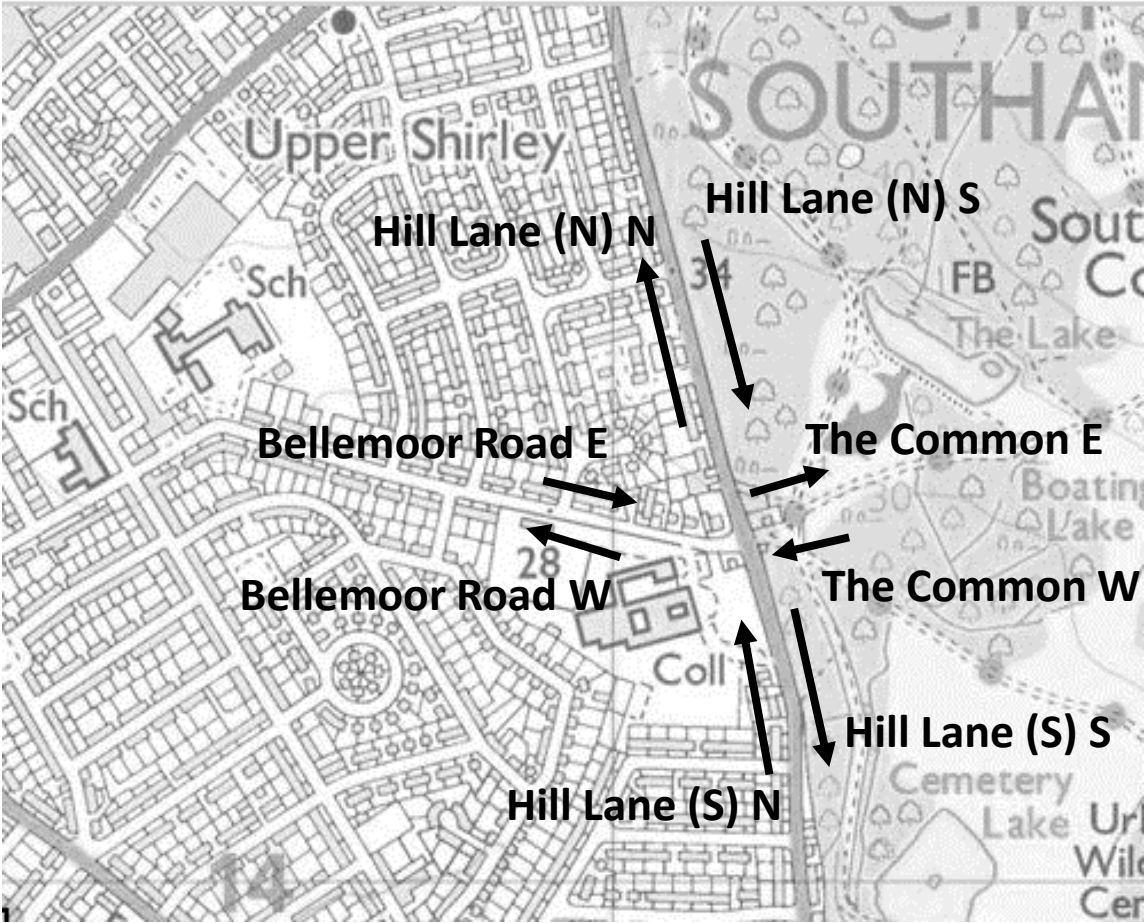
Morning peak significantly reduced (07:00 to 10:00), increase in numbers from 10:00 to 19:00.

Cycle Flows - 12 Hour Count					
	2019	Jul-20	Aug-20	Sep-20	Oct-20
7am-7pm	247	261	294	263	241

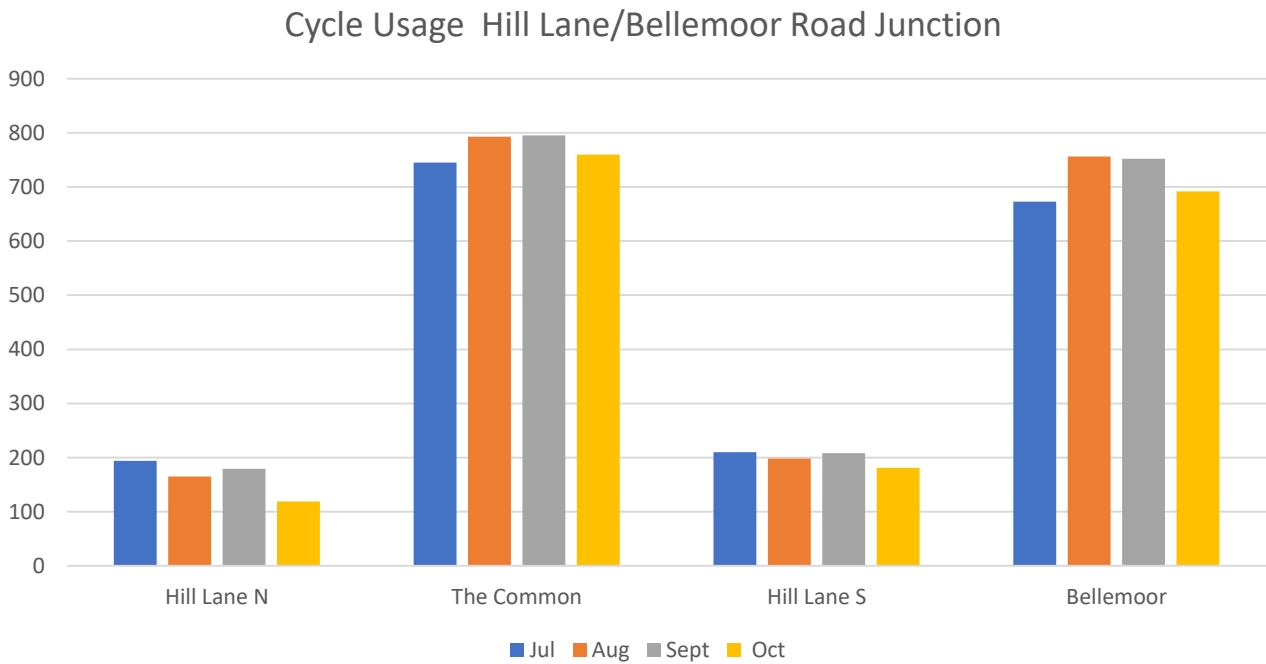


Hill Lane – Cycling

Bellemoor Road



	Hill Lane N		The Common		Hill Lane S		Bellemoor	
	N	S	E	W	N	S	E	W
Jul	98	96	368	377	94	116	344	329
	194		745		210		673	
Aug	74	91	411	382	94	104	378	378
	165		793		198		756	
Sept	95	84	402	393	97	111	348	404
	179		795		208		752	
Oct	57	62	377	383	89	92	342	350
	119		760		181		692	

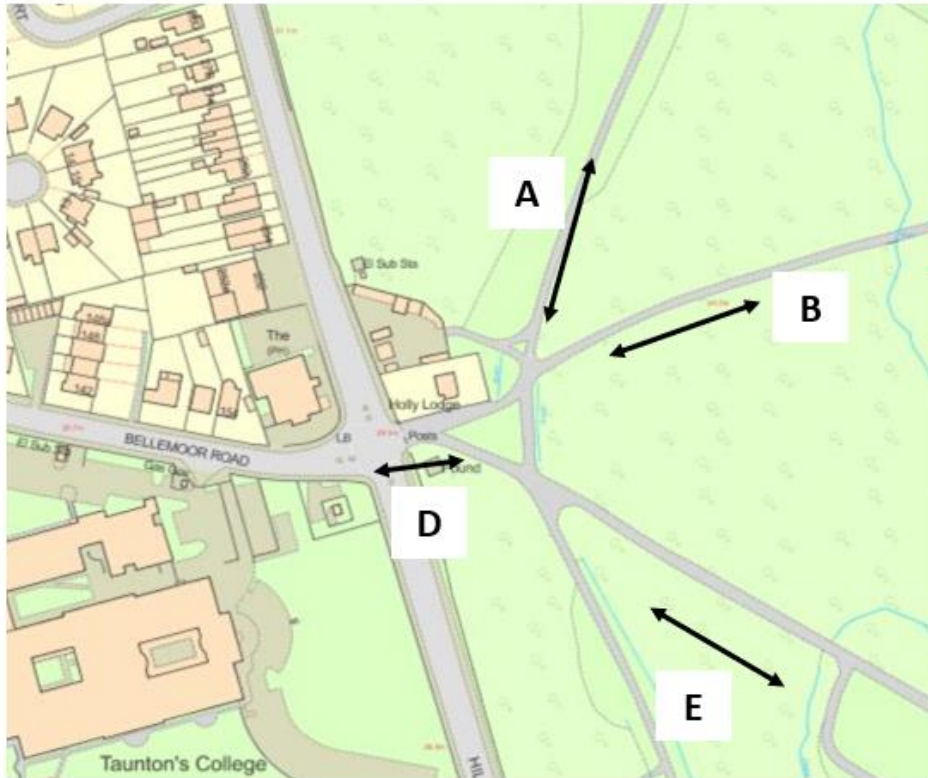


12 Hour Count at Junction of Hill Lane with Bellemoor Road July to October 2020

Hill Lane – Cycling

The Common

- Counts at the Bellemoor Entrance to The Common during AM (7:30-9:30, Inter peak (12:00-13:00) and PM (16:00-18:00)
- Counts undertaken pre-scheme in May 2019, June 2020, post-scheme in July, August (PM only) & October 2020



2hr Counts at Bellemoor Entrance (AM / Inter / PM peaks)

	D	A	B	E
AM (7:30-9:30)				
PRE COVID 2 May 2019	242	49	138	162
PRE SCHEME 16 June 2020	159	63	62	132
POST SCHEME 22 July 2020	177	34	68	123
Post 8th October 2020	164	29	95	75
Inter (12:00-13:00)				
PRE COVID 2 May 2019	37	5	16	28
PRE SCHEME 16 June 2020	38	32	26	42
POST SCHEME 22 July 2020	48	29	17	60
Post 8th October 2020	72	13	39	44
PM (16:00-18:00)				
PRE COVID 2 May 2019	237	50	170	147
PRE SCHEME 16 June 2020	246	184	122	212
POST SCHEME 22 July 2020	274	126	139	244
POST SCHEME 26 AUG 2020	204	71	88	170
Post 8th October 2020	213	76	145	161
AM + Inter + PM				
PRE COVID 2 May 2019	516	104	324	337
PRE SCHEME 16 June 2020	443	279	210	386
POST SCHEME 22 July 2020	499	189	224	427
Post 8th October 2020	449	118	279	280

Hill Lane – Safety & Events

- Reported incidents to Police (March to July 2020) – 1 involving a car and motorcycle at Warwick Road.
- Other incidents (two pedestrian, one cycle) have been highlighted to ward councillors by members of public but not reported to Police or officially recorded.
- Road Safety Audit carried out in September following the reports of near-misses and incidents. Auditors found no issue with the scheme as implemented.
- All events on SCC owned land, including the Common, have been cancelled until 2021.
- Return of schools – officers continued to engage with KEVI and Taunton's during re-opening. No concerns raised. Early issues regarding parking for Taunton's were raised and additional space within the school provided.

Hill Lane – Summary of data insights

- Traffic – levels have increased by 47% since June;
- Speeds – vehicle speeds on Hill Lane not increased – across the day they are lower than pre-scheme, with biggest decrease in AM peak (32.6mph to 28.3mph);
- Parking – average capacity of 45% weekdays up to 50% at weekends, Bellemoor Road highest on 18th July with 85%, into September maximum was 71%. Early 2021 expanded Hospital Residents Parking Zone likely to come into effect putting pressure on roads north of Bellemoor Road.;
- Cycle Usage – in October on the section between Bellemoor Road and Burgess Road totals 119 2-way cycle movements over 1 day 12hr count. South of Bellemoor this is 181 over same period. This has dropped by 38% and 14% from July. At Wilton Road cycle levels decreased by 7% between July and October, and within The Common (northern path) cycle levels have dropped from 279 cycles to 118 cycles;
- Safety – Road Safety Audit carried out and found no issues;
- Schools & Events – in contact with schools as reopened. No events on the Common until 2021.

Hill Lane – Reflections

- The scheme was implemented during the initial lock down with quick mobilisation as per government guidance at the time;
- The scheme provided an alternative cycle route at a time of peak demand for usage of recreation / walking space with The Common;
- Engagement / letters to local residents sent with high response rate on the legal traffic order process;
- The scheme provided an evidence base on the impact of a cycle lane along Hill Lane and provided insight into the impacts of displaced on-street car parking; and
- The scheme has met its original goals of supporting social distancing and providing an alternative active travel corridor for key workers during the lockdown period.

Hill Lane – Key Considerations

- **Social Distancing** – second wave (autumn/ winter) and unknowns. Principle of social distancing still applies but the pressures of social distancing within the Common are now lower as demand to use common less (winter months) - likely to stay suppressed until the spring 2021.
- **Key Workers** – second wave likely to increase pressures on key worker travel and alternatives to public transport may become more important. Worst case scenario Tier 3 advice does not discourage public transport for essential journeys (eg work).
- **Parking Displacement** – data suggests the parking displacement has not resulted in a significant highway safety, obstruction or local amenity issue even in summer peak. Last 4 weeks the TRO consult responses have been low (5 new objections). Event impact yet to be tested / assessed.
- **Cycle Usage** – dataset now collected 12 hr 1 day cycle counts over 4 months. This shows there is a usage along the corridor. Demand has fallen since the summer peak. Equal usage of Hill Lane and Carriage Drive North. There may be a shift from people wishing to use Hill Lane instead of common (CDN) during darker months. However, unlikely to increase significantly.
- **Cycle Network** – HL is identified as a key part of the SCN. However in short term there remains connectivity issues – especially at Burgess/ Winchester road/ onward links to Sports Centre (note future Sports Centre development).
- **Accessibility to the Common** – Increased pedestrian demand to cross Hill Lane and desire lines show additional crossing points required if scheme were to be retained. Further consideration for dedicated disabled parking. Cemetery Road (formal car park for the Common) has spare capacity although requires increased journey times for people coming from the west.

Hill Lane – Options

Option 1 Scheme is retained as per ETRO	Option 2 Partially retained	Option 3 Full removal
<p>Schemes is retained as per ETRO for entire length of Hill Lane.</p> <p>Additional disabled parking to be provided in the area</p> <p>Review crossing points and provide enhanced crossing points at Burgess Road and Warwick Avenue</p>	<p>Scheme from Bellemoor Road to Burgess Road is removed with parking reinstated on Hill Lane eastside.</p> <p>Remainder of scheme is retained south of Bellemoor Road.</p> <p>Other works done to improve conditions for cycles on both Hill Lane and the Common - upgraded crossing at Burgess Road to parallel to link to Burgess Road 'stub', Green Travel Code of Conduct signs in the Common.</p>	<p>The ETRO for parking restrictions is withdrawn for the entire length of Hill Lane.</p> <p>Temporary cycle lanes to be removed.</p> <p>Onstreet car parking is reinstated where it was before</p>
<p>Undertake community consultation at the six month point before any final decision is made on the ETRO</p>	<p>Undertake community consultation at the six month point before any decision is made on the ETRO (south of Bellemoor), and carry out community engagement on measures for Hill Lane north of Bellemoor.</p> <p>Revisit over longer term as part of Sports Centre development.</p>	<p>Notify residents that scheme is to be removed</p>
<p>Monitoring to be reduced to a review at the six month point</p>	<p>Monitoring to be reduced to a final review at the six month point</p>	

Next Steps

- Option 2 taken forward post-November lockdown
- Shirley Ward Member briefing and Member feedback
- Head of Service (HoS) briefing with Cabinet Member to present options
- Briefing to Cabinet to advise on HoS recommendation
- Feedback to Shirley ward councillors on next steps
- Publication of 3 month review and next steps for Hill Lane