

**September 2020 submission from  
SCF to Southampton City Council**



Dear Sirs,

Please find attached, the latest data from Southampton Common Forum's ongoing survey of car and bike usage on Hill Lane (Bellemoor Road to Burgess Road Section) during weekday morning peak (7-9:00 AM). This collates 4 separate weeks of data collection, spaced approx. 4 weeks apart, at 3, 7, 11 and 14 weeks post installation of the experimental cycle lanes. The latest data was collected on Thursday 24/9/2020 and Friday 25/09/2020 because we had been informed that Council were going to review the scheme at the end of September, and so wanted some additional data to supply that reflected usage right up until the time of the review.

As can be seen

- (1) cycle usage on the Hill Lane experimental cycle lanes between Bellemoor and Burgess remains pitifully low, at best < 1 bike every 6 minutes at peak time in either direction. There has been no obvious increase in cycling on this stretch of Hill Lane over the period.
- (2) schools were fully back by week 14, yet only a single cyclist of school age was observed over the 2 days in week 14, suggesting that pupils at King Edwards, Richard Tauntons and Upper Shirley High do not cycle on this route.
- (3) despite the lanes, adults still regularly cycle on the pavement on Hill Lane.
- (4) peak time vehicle traffic on Hill Lane has further increased; by 15-18% since week 11.

We stand by all our comments made to date, that this scheme:

- is poorly designed and executed
- is contrary to government guidelines (both statutory COVID response and general cycle lane design)
- does not meet any genuine need
- is piecemeal and not holistic
- is disproportionate in its adverse effects on Common users and local residents with respect to parking loss
- will not encourage cycling unless the safety concerns relating to the roundabouts are tackled in a holistic approach

We also support the previously supplied comments from our disability and access adviser that the additional disabled car parking spaces in the roads off Hill Lane are in the wrong place and dangerous.

We reiterate our firm belief in the vital need for and importance of green travel, in Southampton, but this scheme simply has not delivered that. We ask the review to consider this fact and to reassess accordingly. We resubmit to you our original submitted proposal that a physically segregated and therefore mandatory, bi-directional lane on the east side of Hill Lane, with parking reinstated on the west side and a 20 mph zone established from Commercial Road to Burgess Road (and potentially up to Dale Valley Road to reflect the density of educational establishments in the

area), with approaches to tackle cyclist safety on the double roundabout complex represents a much better way forward for all.

Yours Sincerely,

David Johnston,  
Secretary to Southampton Common Forum.