

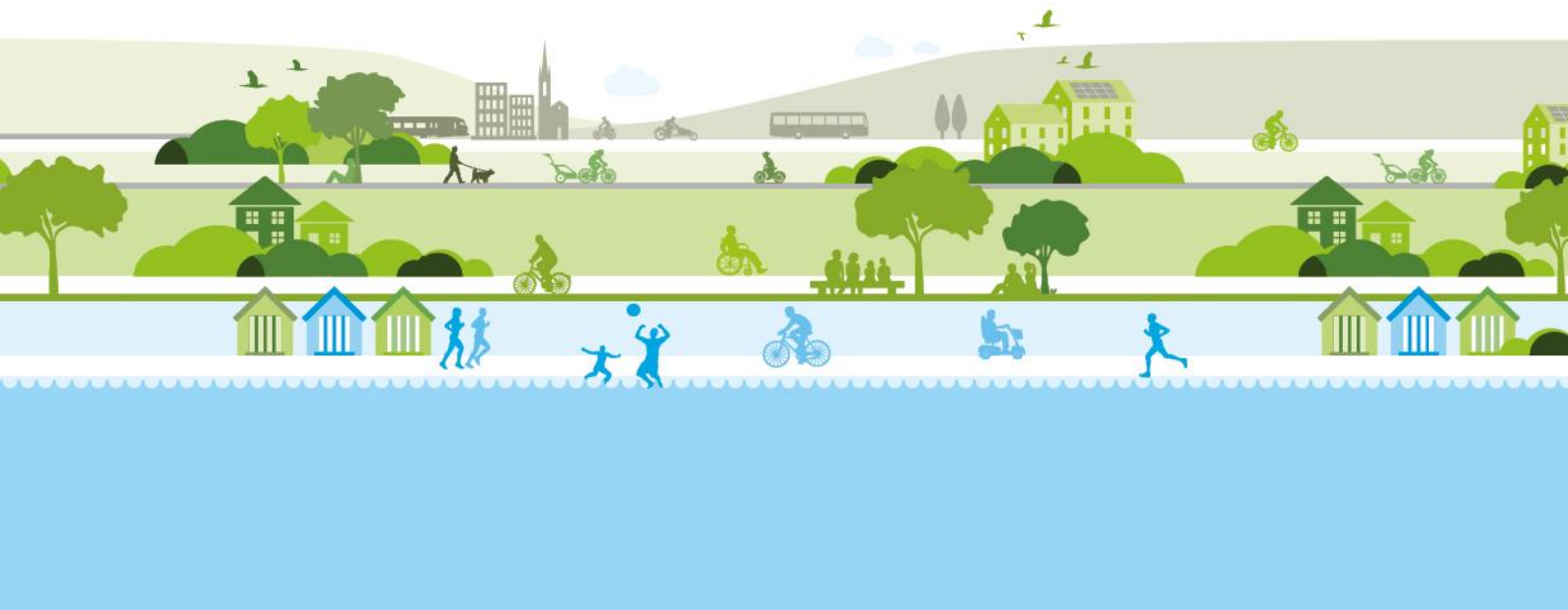
DARBYS LANE REPORT

Poole town centre to/from Merley, Poole

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Transforming Travel

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Introduction

BCP Council, on behalf of Dorset Council and BCP Council, ran a consultation on the proposed changes and designs of the Transforming Cities Fund (TCF) programme. This consultation ran from:



24 February 2021 – 31 March 2021

This report details feedback received on the Darbys Lane section on the survey (which is on the Poole town centre to/from Merley route). The proposed changes on this section are:

- A planter box installed and vehicle restrictions currently in place between Darbys Lane and Wimborne Road. This is being consulted on separately as part of Experimental Traffic Regulation Order
- New wayfinding signage
- Improvements to the Darbys Lane/Dorchester Road junction
- Improvements to the shared use path leading to Trigon Bridge

Methodology

The consultation was run online using BCP Council's engagement platform. The platform hosted accompanying information outlining the proposed changes and designs as well as some example images of what the proposed changes could look like. A survey was also hosted on the platform which allowed respondents to provide comments on any section of the four cycling routes. An option to request hard copy versions of the information and survey was also made available.

Survey results



222 respondents

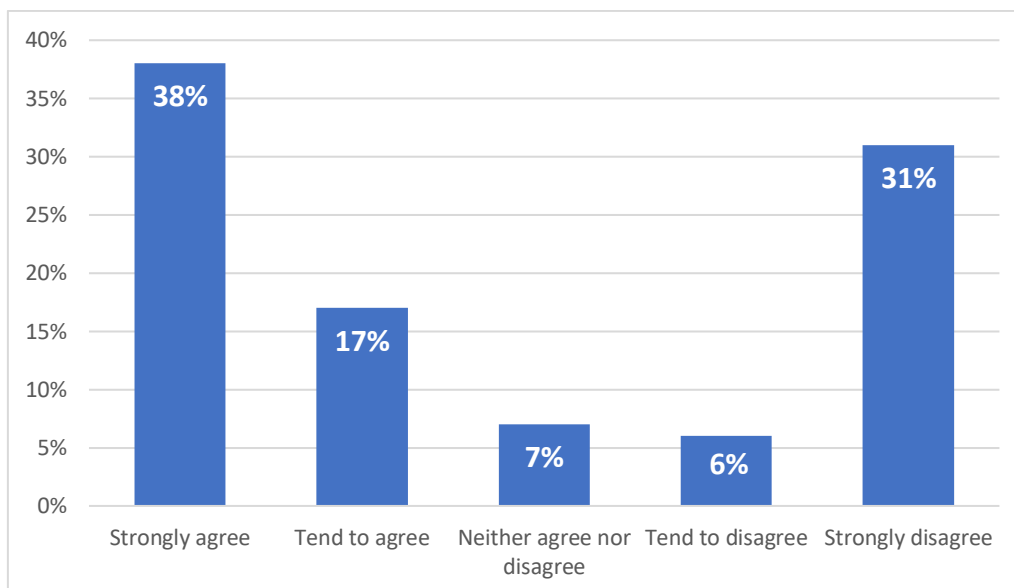
Figures in this report are presented as numbers of respondents who answered the question; this excludes 'don't know', 'not applicable' and 'no reply', unless otherwise stated.

Results are shown by mode of travel or equalities groups. The base number of respondents for some of these groups are low (less than 20); therefore caution should be taken when interpreting the results. Bases of less than ten are not shown.

Overall, to what extent do you agree or disagree with the proposed changes in this section?

Over half (56%) of respondents agreed with the proposals whilst less than two fifths (37%) disagreed.

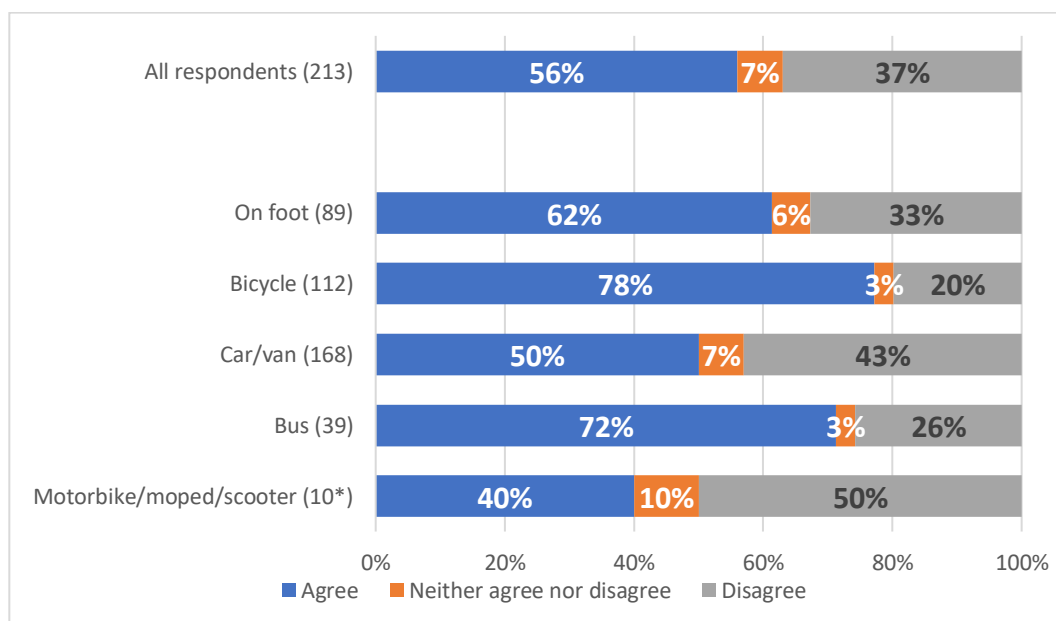
Figure 1 – Overall agreement/disagreement levels for Darbys Lane (% respondents)



Base: All respondents

Figure 2 shows agreement levels by mode of travel on the Poole town centre to/from Merley route. Respondents who travel by bicycle and those who travel by bus are most likely to agree with the proposed changes whilst those who travel by car/van and motorbike/moped and scooter are least likely to agree.

Figure 2 – Agreement/disagreement levels by mode of travel (% respondents)

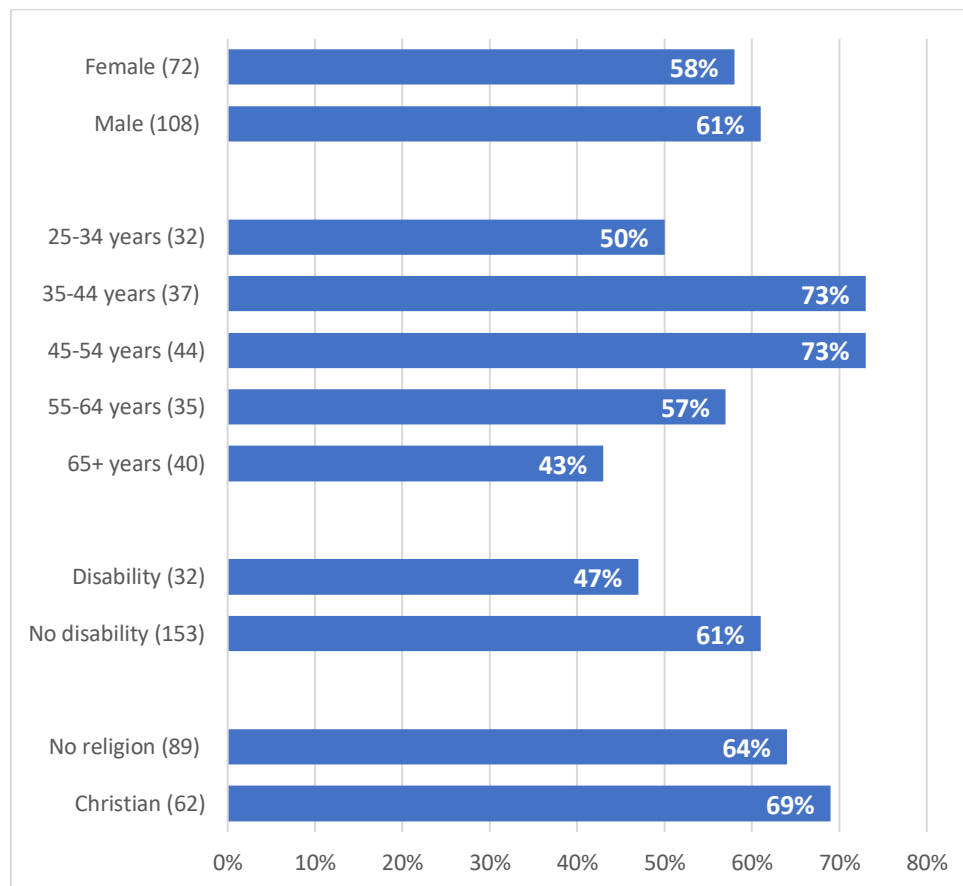


Base: Variable as shown (* denotes low base. Excludes modes of transport with a base of less than 10)

Figure 3 shows agreement levels by equalities groups. Ethnicity has not been included as only white British respondents had a large enough base. Sexual orientation has also not been included as only heterosexual respondents had a large enough base.

Respondents aged 65+ and over were significantly less likely to agree with the proposed changes than those aged 35 to 54.

Figure 3 – Agreement levels by equalities groups (% respondents)



Base: Variable as shown (* denotes low base)

Comments



100 comments

Respondents were asked to explain why they agreed or disagreed with the proposed changes. A total of 100 respondents made a comment in relation to Darbys Lane.

Comments were exported into Excel and coded into categories. Qualitative research does not seek to quantify data, instead, its purpose is to provide deeper insights into reasoning and impact. The numbers of people mentioning the most prevalent codes are provided in this report to give an indication of the magnitude of response. Importantly, however, given the nature of the data, this does not provide an indication of significance or salience in relation to the question asked.

Figure 4 shows the themes of comments received. The most prevalent themes were general agreement, design comment/suggestion and disagreement with the current experimental traffic regulation order.

Figure 4 – Themes of comments

| Theme | No. of comments |
|---|-----------------|
| General agreement | 15 |
| Design comment/ suggestion | 14 |
| Disagree with current experimental traffic regulation order | 14 |
| Negative impact on traffic/car users | 12 |
| General disagreement | 12 |
| Agree with wayfinding | 8 |
| Environmental factors | 6 |
| Agree with junction improvements | 6 |
| Changes will improve safety | 5 |
| Disagree with shared paths | 5 |
| Other | 4 |
| Agree with shared path improvements | 4 |
| Need direct route | 3 |
| Disability/ Accessibility Issue | 2 |
| General cycle comment | 2 |
| Agree with current experimental traffic regulation order | 2 |

Base: 100 respondents

General agreement:



"This would improve the local area and make it more attractive."



"The recent changes are very welcome, this provides further enhancements."



"I wholeheartedly agree with any proposals which benefit the growing community of cyclists."

Design comment/suggestion:

Design comments and suggestions varied. A few examples are shown below.



"This is an important connection, however the quality of the road/path tarmac should be looked at as road cyclists will want to avoid potholes etc."



"Generally looks ok but there is a problem with people rat running along Heath Rd and Darbys Lane. How will this be stopped? Cars drive very fast along here trying to short cut the traffic lights."



"This route is reasonably direct but Darbys Lane, especially North of Dorchester Road is borderline for use as a quietway and can be busy. Preference would be for one-way traffic and segregated two-way cycle lane which would be much safer.


If to be used as a quietway, the planter at the junction of Wimborne Road, currently being consulted on an ETRO, is essential and further modal filtering north of Dorchester Road should be considered to limit through traffic. As a quietway, a 20mph speed limit would be essential in this section but is not indicated in the design and additional speed control measures should be installed. Also, Darbys Lane is narrow in places with no central white line making it borderline for safe passing of cyclists, especially parents riding two abreast with children. Consider removing some parking in these sections and/or an advisory cycle lane. Where the road is too narrow for safe passing, it must be made clear to drivers with appropriate signage that cyclists will take primary position and should not be passed. "Junction Improvements" at Dorchester Road should consider the directness of the route and not involve dismount or detour to a separate pedestrian crossing - it will not be used. Instead there should be a light controlled junction with priority for cyclists or simply make the Darbys Lane the priority route with traffic on Dorchester Road yielding."


Disagree with current experimental traffic regulation order:

Comments were mainly around the increased congestion that the closure has caused.



"Closing Derby's lane and Wimborne Rd to traffic has been a nightmare resulting in a huge detour for local traffic to get to fernside road. Longer journey time and more pollution.."

 “The closing and planter box at the junction of Darbys Lane and Wimborne Road is having a massive impact on vehicle congestion at the Junction of Darbys Lane and Dorchester Road. This is in turn impacting on traffic in the surrounding roads which a) we were once quiet. b) is causing stop start traffic and increasing pollution. c) causing issues with traffic flow. I agree that the Darbys Lane Dorchester Road junction needs to be looked at but feel that some of the problem for this is the zebra crossing and people not understand in the Highway Code!”

 “ The closure of Darby's lane to vehicles is highly inconvenient and leads to increased traffic through the remainder of this route. More useful solutions include; speed bumps along Darby's Lane to reduce vehicle speeds and increase safety, traffic lights at DL/DR junction to ease traffic flow, removal of multiple pelican crossings along Dorchester Road to reduce frequency of traffic 'cutting the corner off' for convenience, priority passing points built into one or both lanes of Darbys Lane. The closure of this route causes major inconvenience to local road users aiming to travel to the Fleets Lane Industrial Estate, Fitness First, Willis Way, etc.”