

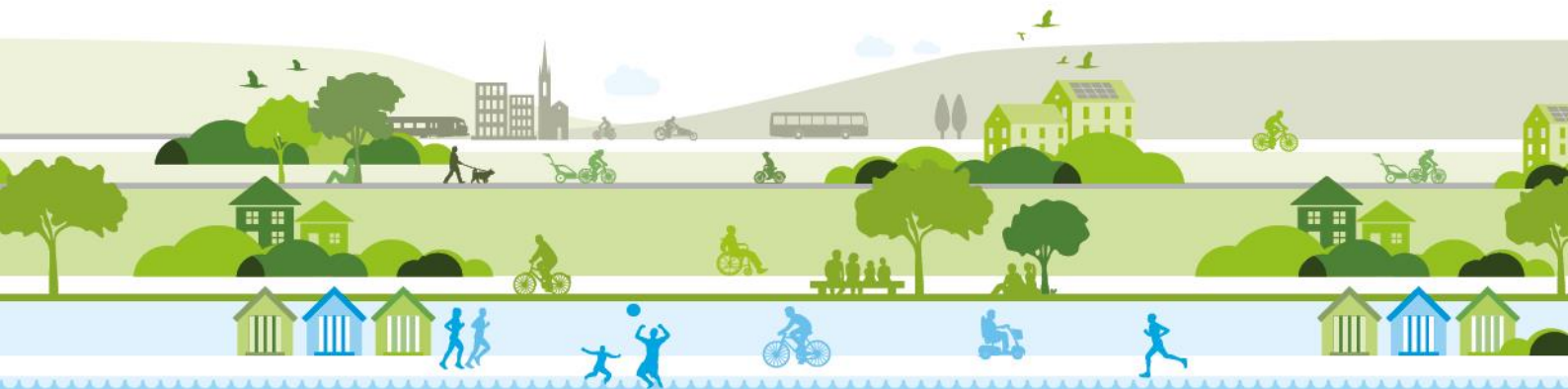
CANFORD ARENA WAY – WOOD LANE REPORT

Merley, Poole to/from Christchurch Route

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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:



10 May 2021 – 14 June 2021

This report details feedback received on the Canford Arena Way – Wood Lane section on the survey (which is on the Merley, Poole to/from Christchurch route). The proposed changes on this section are:

- The existing footway on the northern side of Magna Road between Merley Lane and Knighton Lane would be converted to shared use
- The existing shared path on south side of Magna Road widened
- A new protected cycle track installed on both sides of Magna Road between Knighton Lane and Wood Lane, with a small section of shared use path between the junction and Wheelers Road on the south side. Access will be maintained to/from properties
- More priority for cyclists and pedestrians at the junctions of Magna Road and adjoining roads
- Three bus stop locations upgraded along the route, which could include accessibility improvements, new shelters and real-time information
- New toucan and puffin crossings along the route
- A lower speed limit of 30 mph along Magna Road, between the Knighton Lane junction and just east of King John Avenue

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 two sustainable travel routes. An option to request hard copy versions of the information and survey was also made available.

Survey results



168 respondents

The respondent breakdown was as follows:

A resident living in or immediately around one of the routes	120
A BCP Council resident	125
A Dorset Council resident	22
A visitor to the area	2
Someone who travels through the area for work, leisure or other	100
Someone who owns/runs a business in the area	18
Someone who works in the area	57
A member of a local group or organisation	11
Other	5

Note: respondents were able to select more than one category

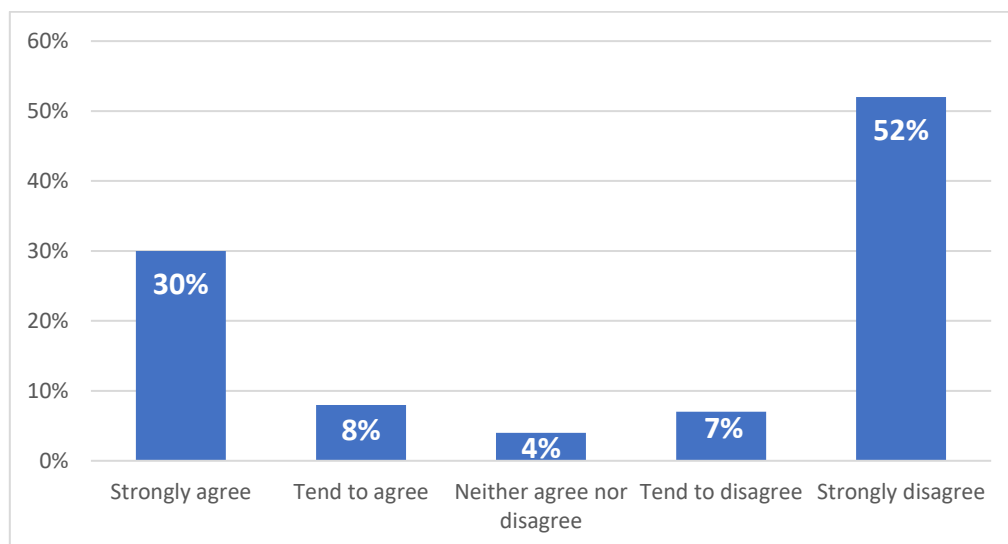
Figures in this report are presented as numbers of respondents who answered the question; this excludes 'don't know', 'not applicable' and 'no reply', unless otherwise stated.

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?

Almost two fifths of respondents (38%) agreed with the proposals whilst almost three fifths (58%) disagreed.

Figure 1 – Overall agreement/disagreement levels for Canford Arena Way – Wood Lane (% respondents)



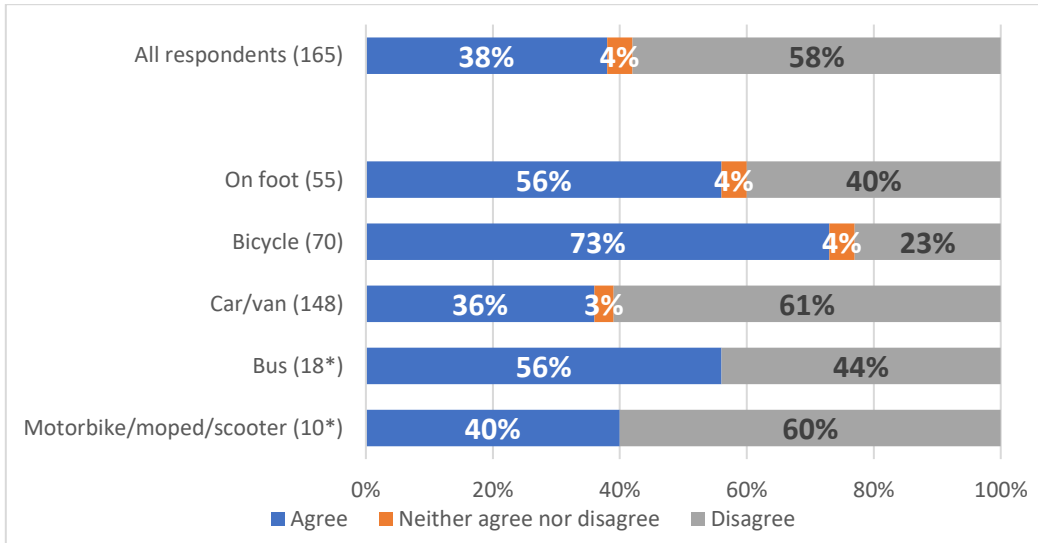
Base: All respondents



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Figure 2 shows agreement levels by mode of travel on the Merley, Poole to/from Christchurch route. Respondents who travel by bicycle are most likely to agree with the proposed changes whilst those who travel by car/van are least likely to agree.

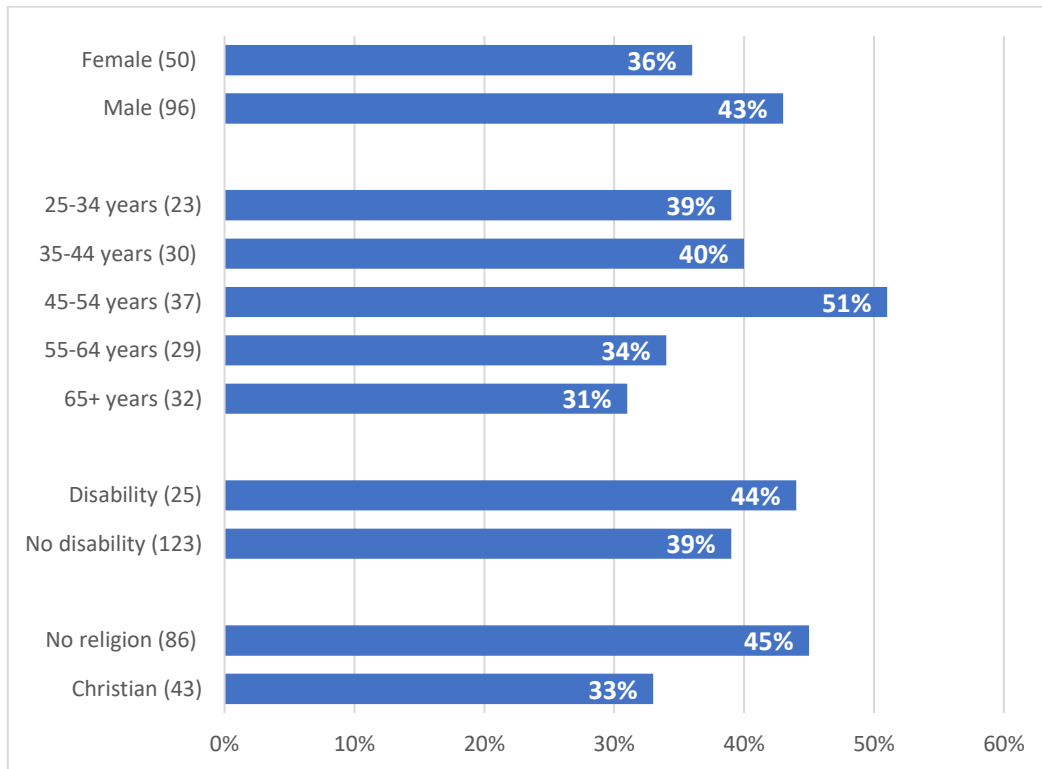
Figure 2 – Agreement/disagreement levels by mode of travel (% respondents)



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 and sexual orientation have not been included due to low bases. There were no significant differences between groups.

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



Base: Variable as shown (* denotes low base)



Comments



108 comments

Respondents were asked to explain why they agreed or disagreed with the proposed changes. Almost 110 respondents made a comment in relation to Canford Arena Way – Wood Lane. This included six written responses.

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 negative impact on traffic/road users, disagreement with junction revision and design comment/suggestion. Example comments are shown below.

Figure 4 – Themes of comments

Theme	No. of comments
Negative impact on traffic/road users	26
Disagree with junction revision	20
Design comment/ suggestion	18
General agreement	12
General disagreement	11
Disagree with protected cycle track	10
Disagree with 30mph speed limit	9
Disagree with shared path	8
Agree with 30mph speed limit	8
Environmental factors	7
General cycle comment	6
Other	5
Accessibility issue	4
Changes will improve safety	4
Agree with protected cycle track	4
Health/Disability issue	3
Agree with shared path	1

Base: 108 respondents

Negative impact on traffic/road users

Some comments related to the proposed removal of the filter lane causing more traffic and the combination of proposed changes as well as the potential housing development increasing traffic congestion further.

“Getting rid of existing turn right feeder lanes in favour of extending the cycle paths to run all the way through will cause further congestion on an already busy stretch of road that is wide enough to pass cyclists on as it already stands. With the addition of another 1000 homes and a proposed Travellers site along this same stretch of road, congestion is only going to get worse before any changes are even considered!”

“The narrowing of the road and removal of filter lanes for turning vehicles will add significantly to congestion. There are proposals to build a large housing estate off Magna road, which will further increase congestion. The cycle path should be built on the existing pavement so that there is room to retain the filter lanes for vehicles making right turns, e.g. into King John Avenue.”

“They have tried this in London and it doesn't work. Traffic just builds up and causes more pollution as cars are at standstill more. There are not enough cyclists to justify this scheme. London areas are now removing the cycle lanes as nobody was using them. Ambulances were unable to get through the traffic as there is nowhere to pull over to let them through. This is a complete an utter waste of money, it won't make people take up riding a bike or walking more. It will just cause increased pollution and increased traffic, especially since you are now building more houses inviting more people to live here.”

Disagree with junction revision

Many of the comments which disagreed with the junction revision were in relation to the removal of the right turn lane into King John Avenue.

“The proposed change to remove the 'turn right' lane for traffic from Merley turning into King John Avenue is dangerous and ecologically unsound. When a vehicle is waiting to turn right at this junction, traffic behind it will either be stationary, causing increased emissions, or illegally enter the cycle lane, at risk to cyclists and other road users. Observations will show that pedestrian traffic along this road is virtually nil, so a shared use path for cyclists and pedestrians, properly segregated from the road, will be much safer for all road users, and allow the retention of the turn right filter lane.”

“You are actually considering removing the box junction to turn right into King John Avenue? The amount of traffic that turns right here, this would cause considerable traffic in peak times, adding to pollution and furthermore, an even greater risk to cyclists as drivers are likely to drive into the cycle path to get around vehicles turning right, this seems much more a hazard than an improvement.”

“This will make it dangerous for turning right out of King John Avenue and traffic will be held up by vehicles turning into King John Avenue from Magna Road due to the removal of the turning lane.”

“The only aspect of the plan that I strongly disagree with is the loss of the filter lane on Magna Road for cars turning right into King John Avenue. This proposal reduces that part of the road to a single carriage road, and at peak times there will be significant traffic congestion. At the moment, cars travelling east along Magna Road can filter off for turning into King John Avenue, which allows the free-flowing of cars on the inside lane. If these proposals are adopted, I fear that drivers wishing to continue along Magna Road will become impatient with the prolonged waiting times behind cars wanting to turn right into King John Avenue, and drive over the cycle lane, and even onto the verge, to avoid waiting. This will be incredibly dangerous. Also, all of the houses along that stretch of the road (including mine) will be subjected to greater levels of carbon monoxide pollution from cars that are stationary. This particular aspect of the road change proposals must not be allowed to go ahead..”

Design comment/suggestion

Design comments and suggestions varied but there were comments of support in relation to the proposed buffer by BH Active travel (see image below)

“Magna Road Alternative - A buffer with grass like the below photo on both sides would make it safer, especially for children. This will also discourage parking in the cycle lane and less debris will go into the cycle lane so lower maintenance costs as well for BCP. Let's get all this work done right first time and provide the facilities to help encourage active travel when possible.”

“MAGNA ROAD ALTERNATIVE - In relation to the image released regarding the new cycle Lane in Magna Road. The image shows a pedestrian pavement with a grass verge and then a cycle Lane. There is no buffer between the cycle Lane and the vehicles. The photo below which provides a buffer between the cycle path and the carriageway is a much safer option for cyclists who are the most vulnerable road users. The government's own guidance says that new cycle infrastructure should be 'perceived to be safe' (as well as being safe).”

Buffers

BHAT would like to recommend, as per LTN 1/20, that 'buffers' are between the cycle tracks and carriageway (BCP image left, BHAT image right).

