

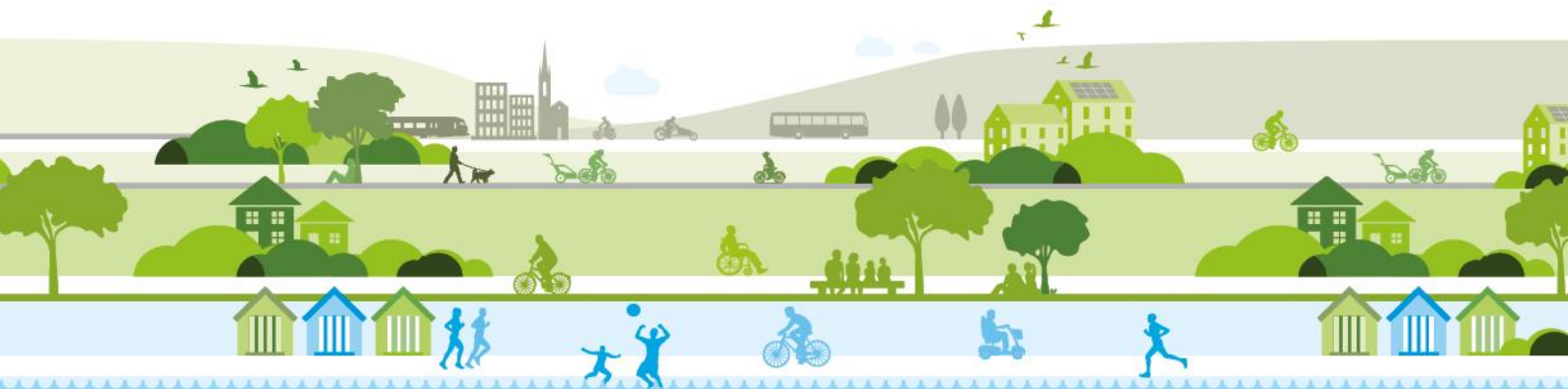
GRAVEL HILL – MERLEY LANE REPORT

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 Gravel Hill – Merley Lane section on the survey (which is on the Merley, Poole to/from Christchurch route). The proposed changes on this section are:

- The existing shared use path on the north side of Queen Anne Drive widened between Montacute Way and Merley Lane
- Junction layouts revised where Queen Anne Drive meets Rempstone Road, Montacute Way, Lynwood Drive and Merley Lane, giving more priority to people walking and cycling

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



172 respondents

The respondent breakdown was as follows:

A resident living in or immediately around one of the routes	115
A BCP Council resident	126
A Dorset Council resident	30
A visitor to the area	3
Someone who travels through the area for work, leisure or other	102
Someone who owns/runs a business in the area	14
Someone who works in the area	55
A member of a local group or organisation	10
Other	6

Note: respondents were able to select more than one category

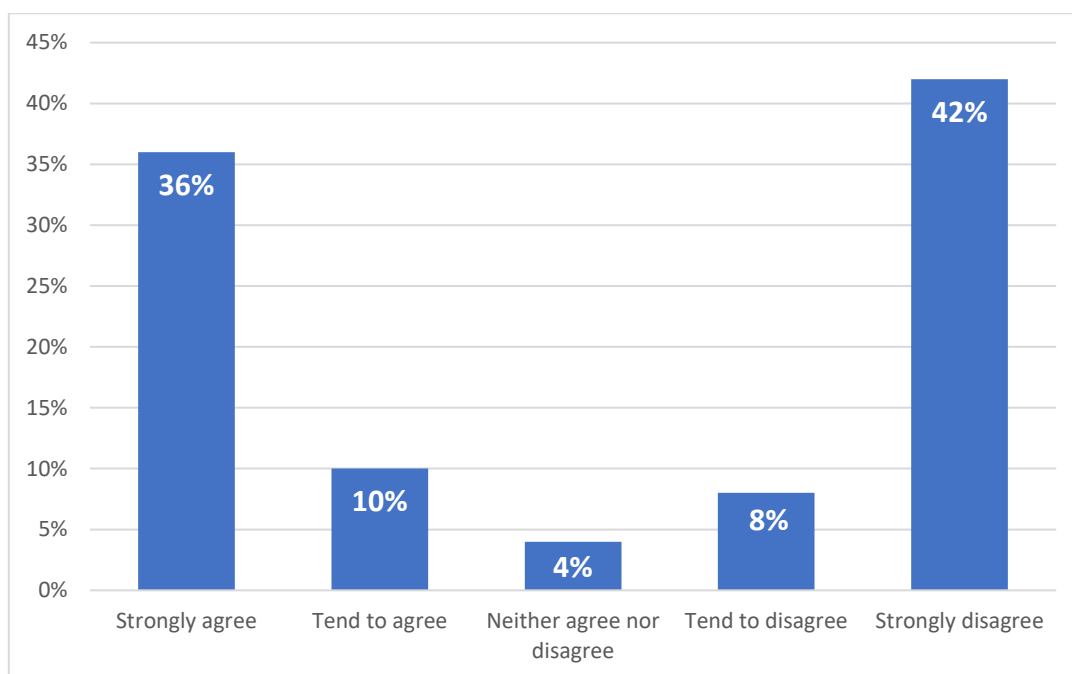
Figures in this report are presented as numbers of respondents who answered the question; this excludes 'don't know', 'not applicable' and 'no reply', unless otherwise stated.

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?

Levels of agreement and disagreement were fairly split with 46% of respondents agreeing with the proposals and half (50%) disagreeing. Over two fifths of respondents (42%) strongly disagreed whilst just over one third (36%) strongly agreed.

Figure 1 – Overall agreement/disagreement levels Gravel Hill – Merley Lane (% respondents)



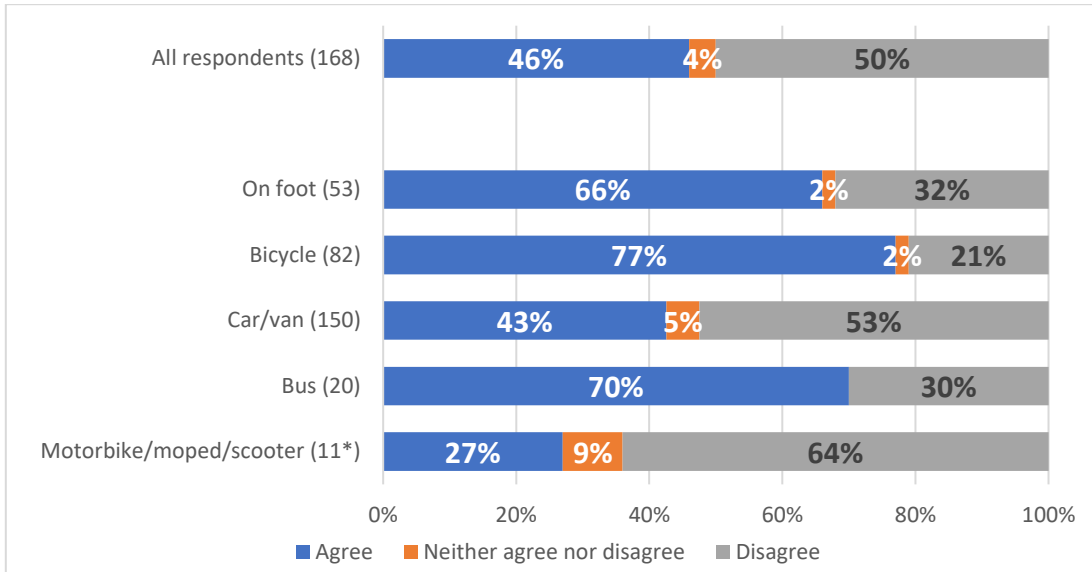
Base: All respondents



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Figure 2 shows agreement levels by mode of travel on the Merley, Poole to/from Christchurch route. Respondents who travel on foot, by bicycle and bus are most likely to agree with the proposed changes.

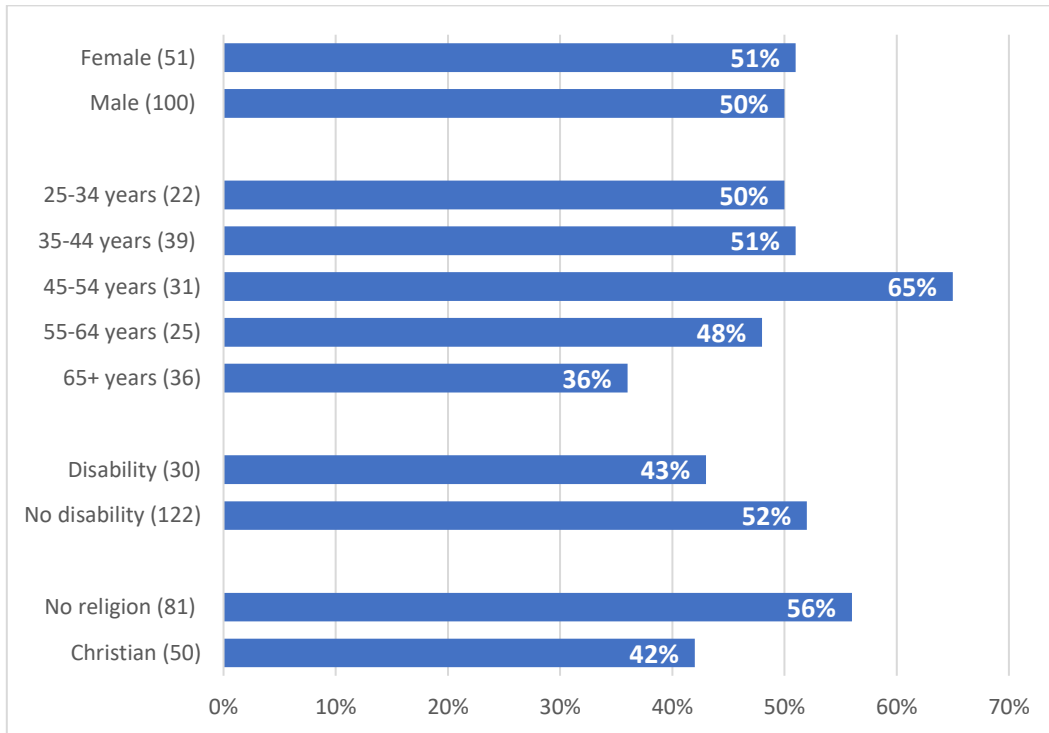
Figure 2 – Agreement/disagreement levels by mode of travel (% respondents)



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. Respondents aged 45 to 54 were significantly more likely to agree with the proposed changes than those aged 65 and over.

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



Base: Variable as shown (* denotes low base)

Comments



103 comments

Respondents were asked to explain why they agreed or disagreed with the proposed changes. Just over 100 respondents made a comment in relation to Gravel Hill – Merley Lane. This included two 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, design comment/suggestion, general disagreement and disagreement with shared path widening/shared paths in general. Example comments are shown below.

Figure 4 – Themes of comments

Theme	No. of comments
Negative impact on traffic/road users	19
Design comment/ suggestion	19
General disagreement	15
Disagree with shared path widening/shared paths in general	14
General agreement	12
Agree with revision of junction layout	11
Agree with shared path being widened	10
Environmental factors	8
Disagree with revision of junction layout	8
Changes will improve safety	5
Accessibility issue	4
General cycle comment	4
Other	2
Health/Disability issue	2

Base: 103 respondents

Negative impact on traffic/road users

“It is a large housing estate at Merley and they all feed on from Rempstone road or Merley lane, this will cause large tailbacks for people trying to turn out, although we might like too not all of us can bus or cycle all the time, it may push traffic back to candied magna which is an already busy road and that’s before they add in lots of housing which would then increase traffic to Rempstone and Merley lane.”

“These ideas are a dreadful and clearly lack understanding of the route. Gravel hill has severe issues with congestion already - giving priority to cycling etc (a form of transport not accessible to most of the population) is dangerous for local services and damaging to the population because of extra congestion.”

Design comment/suggestion

Design comments and suggestions varied but there were comments in relation to segregated cycle lanes rather than shared use path and also comments that the junctions shouldn’t be like the ones in Broadstone.

“This section of Queen Anne Drive is crying out for a segregated cycle lane. There is plenty of room. with all the new housing development existing and proposed for this area, we should be building infrastructure for the future, not for current use levels.”

“Be nice to have a segregated cycle lane not just shared use path.”

“Please don’t make the junctions like the ones in Broadstone, they are dangerous and make it very very hard for cars to inch out enough to see if there are pedestrians/cyclists/cars coming.”

“As long as they are not like the ones in Broadstone - they feel dangerous.”

General disagreement

“ Stop building cycle lanes. They don’t get used enough and the creation of them is causing so much disruption. The money is better spent elsewhere.”

“ The expense of these changes is not justified - the usage by pedestrians and cyclists is not great enough to justify the spend.”

Disagree with shared path widening/shared paths in general



“ Shared paths are not the safest options for cyclists, with many pedestrians showing hostility to cyclists.”



“I live in Merley. Shared path-the condition needs improving but not widening when this path is hardly used.”



“The path is already wide enough for walkers and cyclists. I travel that main road daily twice a day and hardly see anyone walking or cycling along this road way. so why waste money and narrow down the road just because you have money to spend.”