

REDHILL ROUNDABOUT – BROADWAY ROUNDABOUT REPORT

Merley, Poole to/from Christchurch
Route

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

- Quiet route along Wimborne Road service road, between Redhill Roundabout and Muscliffe Lane
- Signal upgrade at Muscliffe Lane junction, giving more priority through the junction for buses
- A new two-way protected cycle track on the northern side of the road, between Muscliffe Lane and Redbreast Road North
- Between Redbreast Road North and Broadway Roundabout, a new one-way protected cycle track installed on both sides of Castle Lane West
- Right-turn lanes and central hatching removed at the junctions of Charnwood Avenue and West Way. Vehicles will still be able to turn right at these locations
- More priority for cyclists and pedestrians at the junctions of Castle Lane West and adjoining roads
- Seven bus stop locations to be upgraded along the route, which could include accessibility improvements, new shelters and real-time information
- Upgrades to existing crossing points and new crossings installed along the route
- An existing access point between the service road and Castle Lane West, on the north side of the road near Broadway Roundabout, to be closed to vehicles. Access would be maintained via alternative access points to the east and west
- Improvements to Broadway Roundabout, with new crossing points and separate space around the roundabout for those walking, cycling and driving
- Route would connect to existing provision along Castle Lane West towards Castlepoint Shopping Centre
- Three bus stop locations on Castle Lane West to be upgraded, which could include accessibility improvements, new shelters and real-time information

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.



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Survey results



182 respondents

The respondent breakdown was as follows:

A resident living in or immediately around one of the routes	131
A BCP Council resident	135
A Dorset Council resident	23
A visitor to the area	2
Someone who travels through the area for work, leisure or other	108
Someone who owns/runs a business in the area	19
Someone who works in the area	60
A member of a local group or organisation	8
Other	6

Note: respondents were able to select more than one category

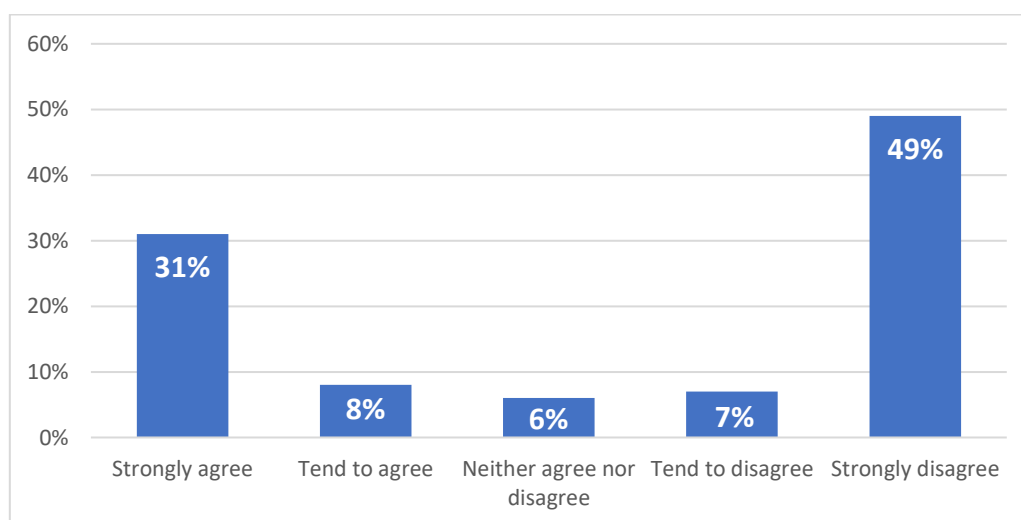
Figures in this report are presented as numbers of respondents who answered the question; this excludes 'don't know', 'not applicable' and 'no reply', unless otherwise stated.

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?

Just under one third of respondents (31%) strongly agreed with the proposals whilst just under half (49%) strongly disagreed.

Figure 1 – Overall agreement/disagreement levels for Redhill Roundabout – Broadway Roundabout (% respondents)



Base: All respondents

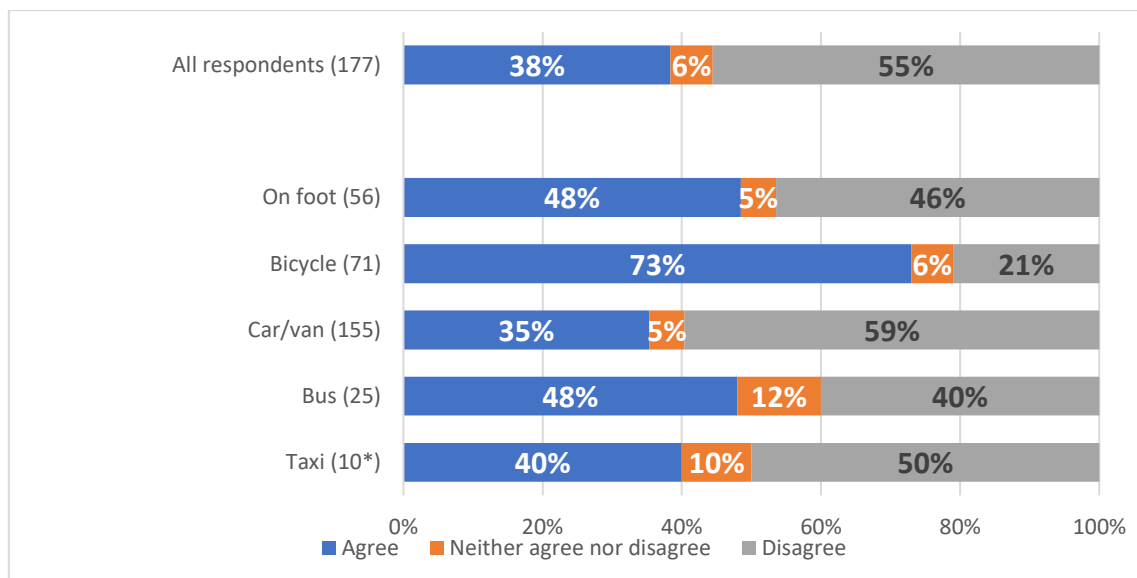


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Figure 2 shows agreement levels by mode of travel on the Merley, Poole to/from Christchurch route. Respondents who travel by bicycle are most likely to agree with the proposed changes whilst those who travel by car/van are least likely to agree.

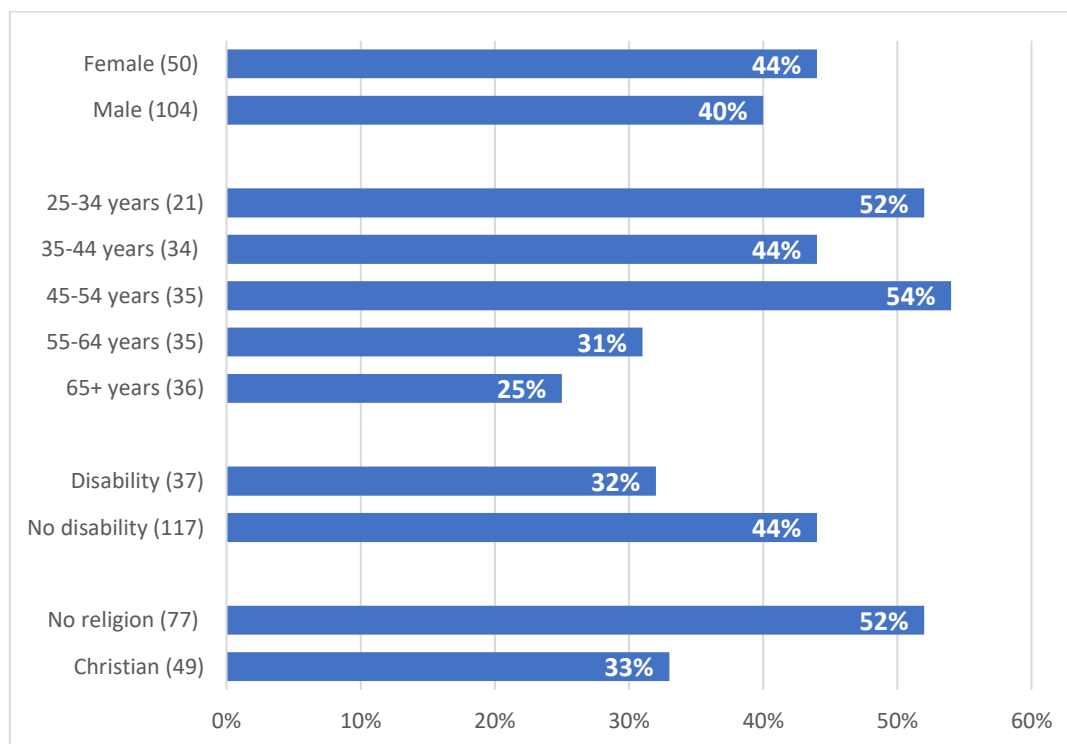
Figure 2 – Agreement/disagreement levels by mode of travel (% respondents)



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. Respondents aged 55 and over were significantly less likely to agree with the proposed changes than those aged 45 to 54.

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



Base: Variable as shown (* denotes low base)

Comments



99 comments

Respondents were asked to explain why they agreed or disagreed with the proposed changes. Almost 100 respondents made a comment in relation to Redhill Roundabout – Broadway Roundabout. This included four written responses, one of which was from Hurn Parish Council.

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 and disagreement with removal of turn lane/access points.

Figure 4 – Themes of comments

Theme	No. of comments
Negative impact on traffic/road users	29
Design comment/ suggestion	23
Disagree with removal of turn lanes/ access points	21
Disagree with two-way protected cycle track	16
General disagreement	16
General agreement	14
Environmental factors	9
Changes will improve safety	8
General cycle comment	7
Access issue	5
Disagree with shared path	5
Disagree with crossings	4
Agree with two-way protected cycle track	4
Agree with bus stop upgrades	4
Disability/ Health Issue	3
Disagree with bus stop upgrades	2
Agree with crossings	2

Base: 99 respondents



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Negative impact on traffic/road users



"You rarely see anyone using the raised cycleway which is along part of the route now. Most people use the back roads. The roads are busy in normal times and this will just add to the congestion."



"Although they look OK on paper these cycle lanes are barely used by cyclists and it will interfere too much with traffic flow causing more congestion and increased pollution by longer travelling times for cars and buses."



"The whole of this route is a significant East West East route. Any restrictions to traffic flow will have the effect of increasing queues and thereby pollution. All these proposals fall into this category..."

Design comment/suggestion

Design comments and suggestions varied but there were comments in relation to other potential revised junction layouts and extending the cycle lane.



"Muscliffe Lane/Castle Lane traffic lights need re-prioritising. Allowing the northbound traffic to continue through the first set of lights while the filter to Muscliffe Lane is on, means that the lanes are then full when traffic wants to turn right out of Muscliffe Lane. When green filter is on, straight on needs to be set at red. Secondly the green filter into Muscliffe Lane northbound always comes on, even when there is nothing turning. This phase should be over-riden giving Muscliffe Lane an extended green phase."



"This route is important for cyclists and would be beneficial. The traffic lights will also help as improvement is required. The other issues are coming out of Muscliffe onto castle lane by pizza hut. There are regular dangerous road positioning of cars due to the amount of cars trying to come out of Muscliffe lane. This needs serious consideration."



"In my opinion the cycle lane on the north side of Castle Lane West should be two way between Muscliffe Lane and Broadway Roundabout. This avoids the need for cyclists to negotiate the busy Redhill roundabout when cycling northbound from Broadway Roundabout then onto Redhill Roundabout. Cyclists can then re-join the correct side of the road once they go through the underpass under Whitelegg Way to join Wimborne Road which runs parallel to Wimborne Road."



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Disagree with removal of turn lanes/ access points

Comments here mainly related to the impact on residents if the existing access was closed and the right-turn lane removal would increase traffic.

“Closing the centre access from the service road has not been thought out at all, it's the only access point with a clear line of sight for traffic exiting the service road, and the speeds that the traffic using Castle Lane West use means you need all the vision you can get!! I know, I live there!! What we really need is a speed reduction scheme, as Castle Lane West is used as a race track when it's not grid locked. We've already got a Cycle Track as the service Road is ideal, but the very few cyclists I see still insist on using the footpath in the slip road!”

“We use the access to the service road every time we use our car. Turning into the first access to the service road is very difficult because of the pedestrian crossing as you leave the Broadway roundabout, {which is very useful when walking} however to then hold up traffic to immediately turn right in the car causes frustration for other drivers. At the other end of the service road at the present time is one way and the road visibility is poor just there so we avoid using this exit. The other point is Castle Lane West is extremely busy and to do away with the right turn lane onto West Way would be extremely dangerous for both pedestrians and cars bearing in mind the petrol station and shop on that corner...”

“Never had an issue turning into west way, so why change the layout, if you were adding a hatched box over entrance of road that would be better, but nonsense to take away the turning lane, it's a wide road so plenty of room.”

“ I disagree with the removal of dedicated right turn lanes. These would have been originally installed to prevent congestion caused by vehicles waiting to turn right...”