



Darby's Lane Experimental Traffic Road Order Six Month Review Consultation Report

Report March 2021

Insight Team
BCP Council

Contents

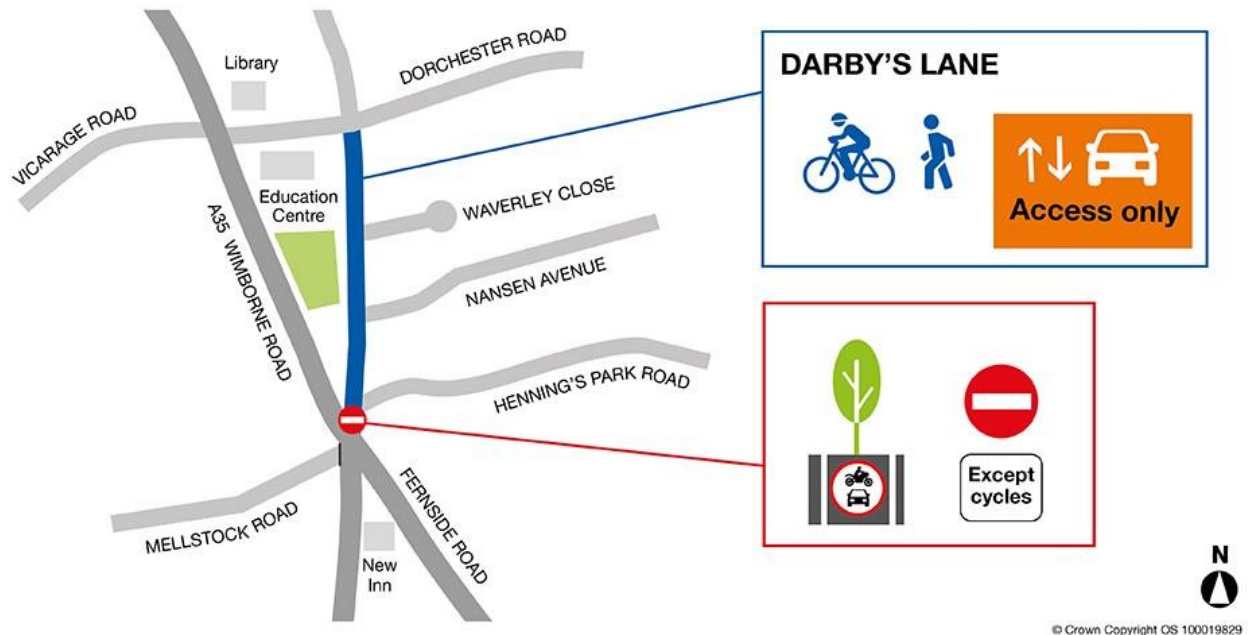
1. Background	4
2. Methodology.....	4
3. Analysis.....	4
Percentages	4
Qualitative comments	5
Summary of key results.....	6
Levels of agreement with aspects of the trial.	6
Impact on mode of travel	6
Impact of the trial.....	7
Comments about the scheme	7
Other comments.....	7
4. Consultation Results.....	8
Respondent profile.....	8
How respondents travel through the area	8
Car ownership	9
On average, how often do you travel to, or through, this area?	9
Respondents by response date	9
Levels of agreement with aspects of the trial.....	10
Views by respondent type.....	11
Views by equalities groups	12
Views by response date	13
Views on the proposals by how people travel through the area	14
Do the proposed changes make you more or less likely to use the following when travelling in the area?	15
Changes to mode of travel by date of response.....	16
Changes to mode of travel by mode of travel used	16
Changes to mode of travel by respondent type.....	17
Changes to mode of travel by age	18
Impact of the changes.....	19
Views by response date	19
Views by how travel through the area	20
Views by respondent type.....	20
Views by equalities groups	21
Comments about the trial	22
Positive comments	22
Congestion	24
Safety.....	25

Access.....	26
Cannot see why the changes are needed.....	26
Other comments.....	26
Other comments and suggestions.....	27
Do not want the changes.....	27
Impact of the changes	27
Suggestions.....	28
Agreeing with the proposals	29
Appendix – Respondent Profile Information.....	30
Equalities profile	30
Respondent postcodes	31

1. Background

An Experimental Traffic Regulation Order (ETRO) to prioritise cycling in Darby's Lane was implemented on Friday 14 August 2020. These changes are temporary to allow people to have their say on the changes, before any decision would be made on whether to make them permanent.

Darby's Lane is one of the highest used cycle routes in the conurbation with high potential for further growth in its use. The aim of this trial is to create a safer environment to travel to and through the area on foot or by bicycle.



2. Methodology

The consultation started on 7 August and will run for the duration of the 18 months trial. Information about the trial and a consultation form was available online at bcpcouncil.gov.uk/DarbysLane.

This summary report has been produced to review the scheme six months after it was launched.

3. Analysis

Results are broken down by respondent type, when people gave their views during the trial and by equalities groups (where sample sizes are large enough) to show any significant differences. The numbers of respondents are small for some groups shown in the charts, so caution must be taken when using these findings.

Percentages

Figures in this report are presented as a percentage of people who answered the question. The percentages in this report will not always add up to 100%. This can be because of rounding, or because for some questions, respondents are allowed to select more than one response.

Qualitative comments

Qualitative responses (write in text) to questions were exported into Excel and were thematically analysed. The most common themes are reported on in this report. Anonymised quotes from participants have been used to illustrate the themes identified.

Please note that while the purpose of qualitative data is to provide deeper insights into reasoning and impact rather than to quantify data, the numbers of respondents who mentioned the most prevalent themes are provided in this report to give an indication of the magnitude of response. However, given the nature of qualitative data, it should be noted that this does not provide an indication of significance in relation to the question asked.

In addition, where respondents have provided comments that relate to more than one theme, their feedback has been categorised into multiple categories.

Summary of key results

This section summarises the results to the key questions in the consultation.

As of 21 February 2021, 160 respondents took part in the consultation.

Levels of agreement with aspects of the trial.

- 74% disagree that Darby's Lane should prioritise cycling at the New Inn Junction. 23% agree.
- 71% disagree that the changes make it safer for me to cycle in Darby's Lane. 22% agree.
- 74% disagree that the changes make it safer for me to walk in Darby's Lane. 18% agree.
- 82% disagree that the changes have encouraged me/my family to travel to school on foot/by bicycle. 12% agree.
- Results vary by date of response. respondent type, age, gender and mode of travel.

Figure 1: How strongly do you agree or disagree with the following.....

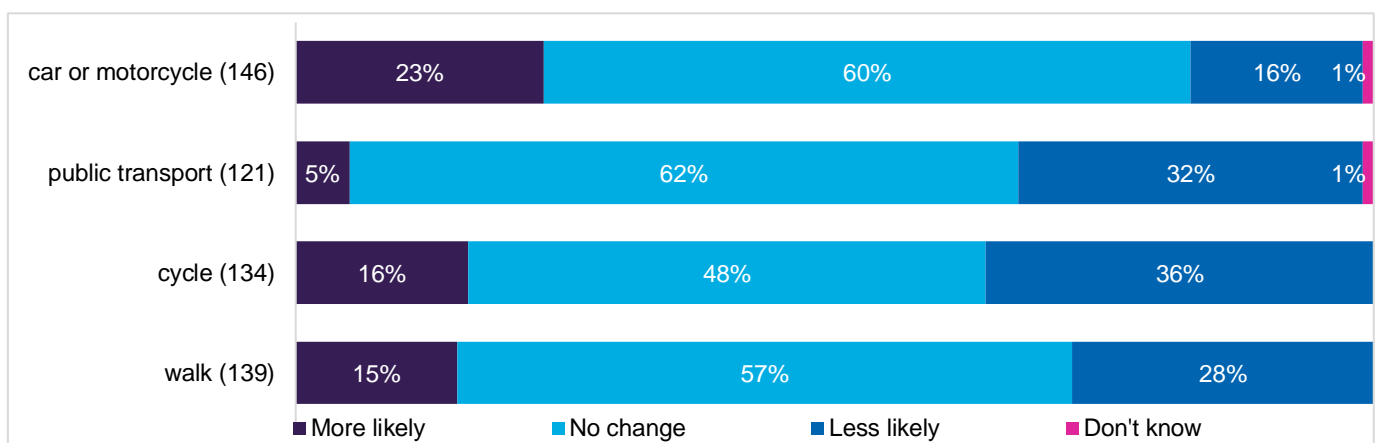
	Strongly agree	Agree	Neither	Disagree	Strongly disagree
Darby's Lane should prioritise cycling at the New Inn Junction (157)	18%	5%	3%	15%	59%
The changes make it safer for me to cycle in Darby's Lane (138)	17%	5%	7%	18%	53%
The changes make it safer for me to walk in Darby's Lane (141)	14%	4%	7%	16%	58%
The changes have encouraged me/my family to travel to school on foot/by bicycle (125)	10%	2%	5%	11%	71%

Bases (as shown)

Impact on mode of travel

The chart below shows how people's mode of travel is likely to change since the launch of the scheme. Results vary by date of response, respondent type, age and mode of travel.

Figure 2: Do the proposed changes make you more or less likely to use the following when travelling in the area?

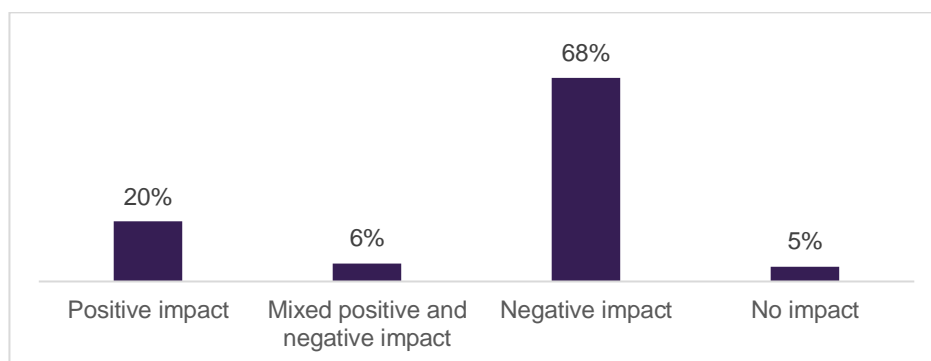


Bases (as shown)

Impact of the trial.

Overall, one in five (20%) of respondents feel a positive impact from the changes, with just over two thirds (68%) feeling a negative impact. Impact varies by date of response, respondent type, qualities groups and mode of travel.

Figure 3: How much of an impact, if at all, do the changes have on you?



Base = (158)

Comments about the scheme

Respondents were asked to explain how they felt about the changes and the impact they would have on them. 139 respondents provided feedback to this question. 29 comments related to positive aspects of the scheme. This included being '**safer for cyclists and/or pedestrians**' and '**less congestion/pollution**'.

The highest number of comments (105) related to **congestion, delays in journeys, impact on surrounding roads** and **pollution**. This included 52 respondents commented about the impact of increased traffic on the surrounding roads, with **Dorchester Road** (n=21) and **Hennings Park Road** (n=16) being the main roads mentioned.

46 comments related to **not seeing why the changes are necessary**. 20 comments related to **safety**, with some respondents mentioning specific roads, the impact on **pedestrians** and **children of speeding** and **increased traffic**. The impact on **emergency vehicles** was mentioned by 4 respondents. 7 comments related to **accessing the car park or local businesses**.

Other comments

Respondents could make any other comments or suggested about the changes. 107 respondents provided an answer.

59 respondents commented that they **did not want the changes** and want the closure to be removed. Further to this, 15 respondents explained the **negative impact of the changes**.

24 respondents made alternative **suggestions**, including **putting speed bumps**, having one section **one-way**, **reducing the speed limit**, **closing Henning Park Road** to cars/turn it into a cul-de-sac, and **using Wingfield Avenue as the closed route for cyclists** to access onto Darby's Lane.

Four respondents commented that they **agreed** with the proposals.

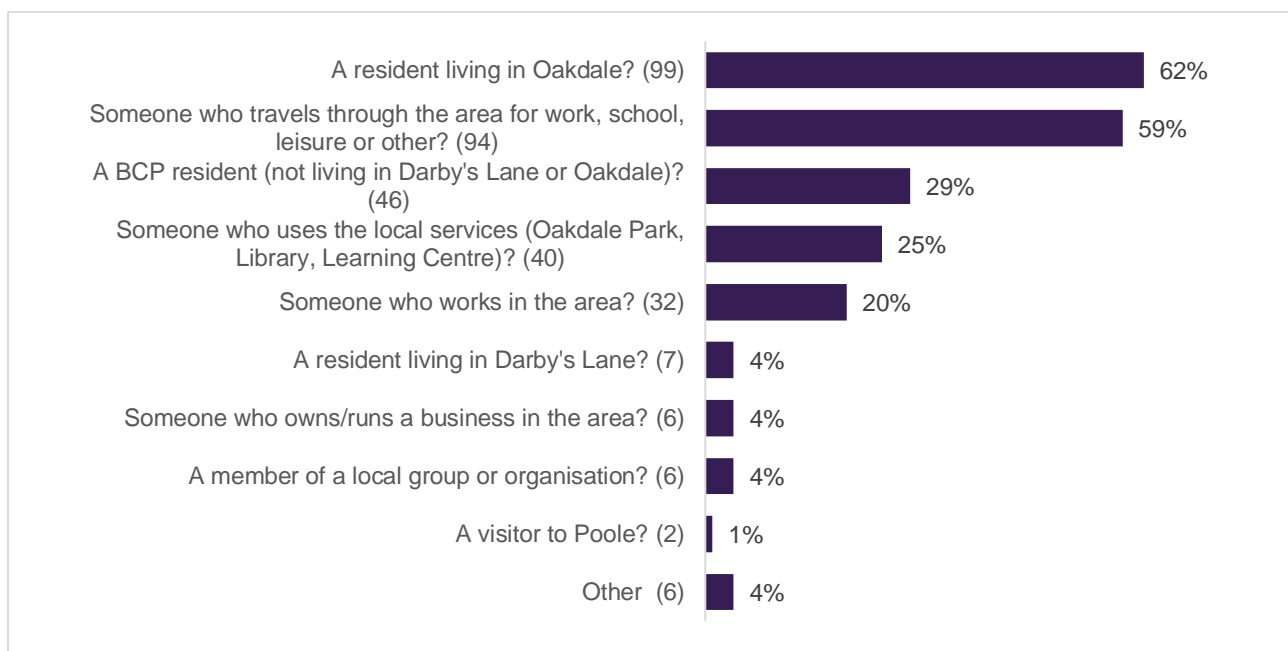
4. Consultation Results

As of 21 February 2021, 160 respondents took part in the consultation.

Respondent profile

62% of respondents were residents living in Oakdale, 59% travel through the area for work, leisure or other, 29% are BCP residents, 25% use local services, 20% work in the area and 4% live in Darby's Lane, have a business in the area or are a member of a local group or organisation.

Figure 4: Respondent type

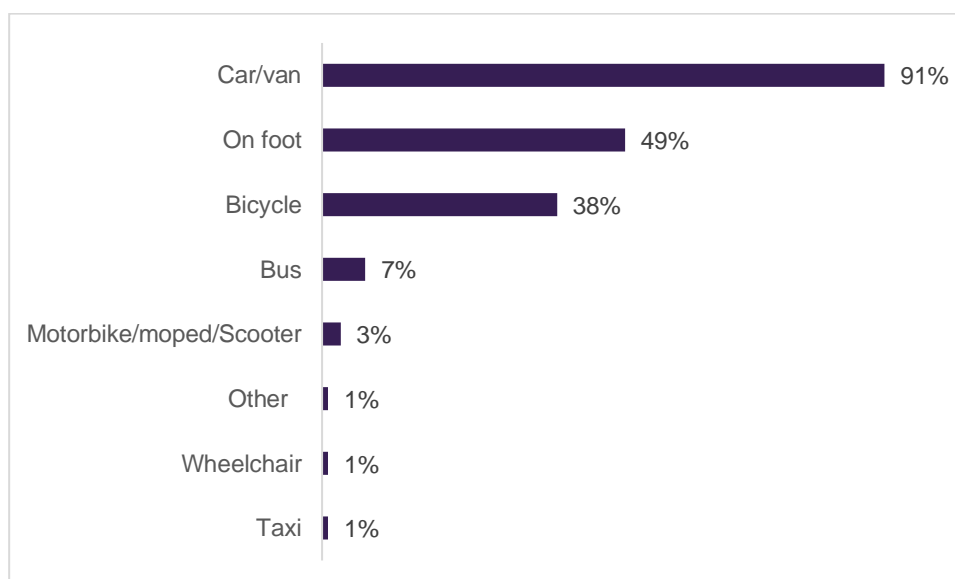


Bases (as shown)

How respondents travel through the area

The vast majority of respondents travel through the area by car/van (91%), with 48% travelling on foot and 38% by bike. 7% travel by bus.

Figure 5: How travel through the area

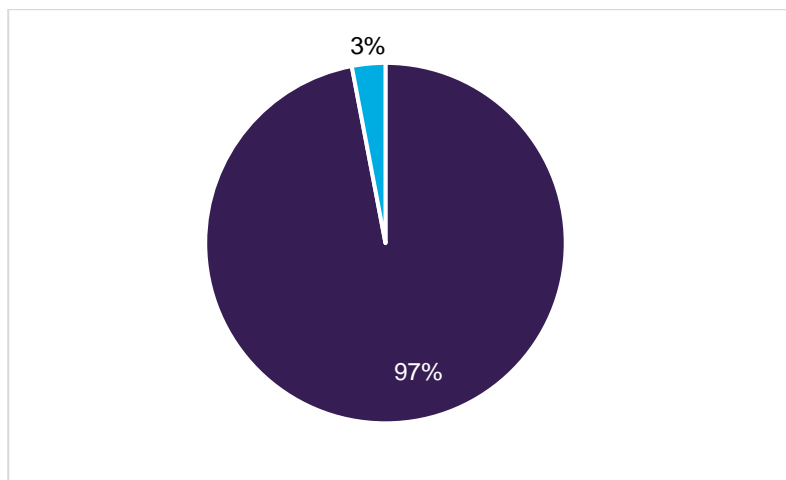


Base = 157 respondents

Car ownership

Nearly all respondents (97%) own, or have use of, a car.

Figure 6: Own, or have use of, a car

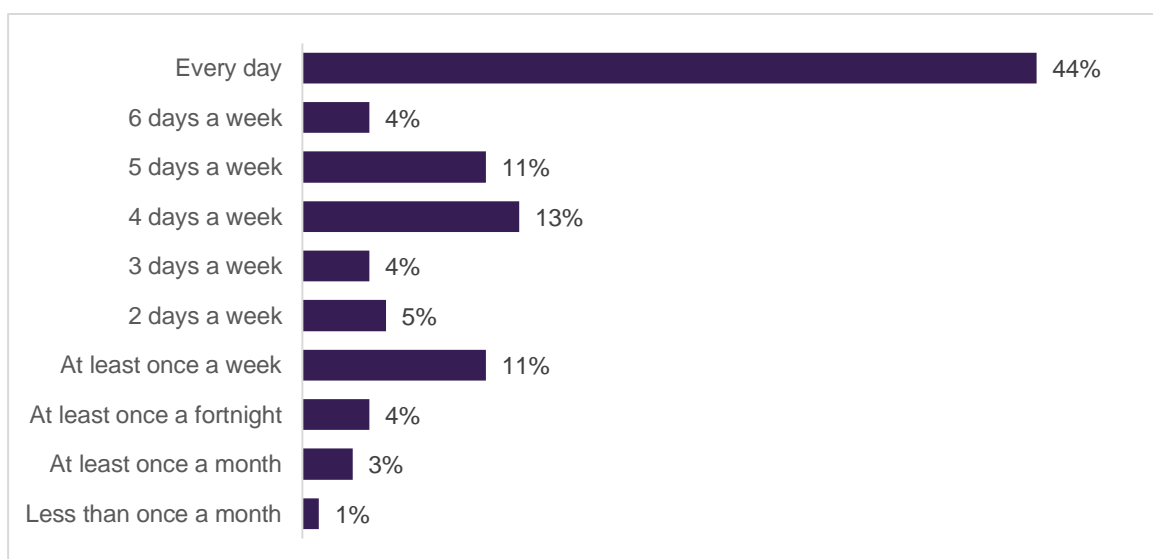


Base = 159 respondents

On average, how often do you travel to, or through, this area?

92% of respondents travel through the area once a week or more often, with 44% travelling through every day.

Figure 7: How often travel to/through this area



Base = 158 respondents

Respondents by response date

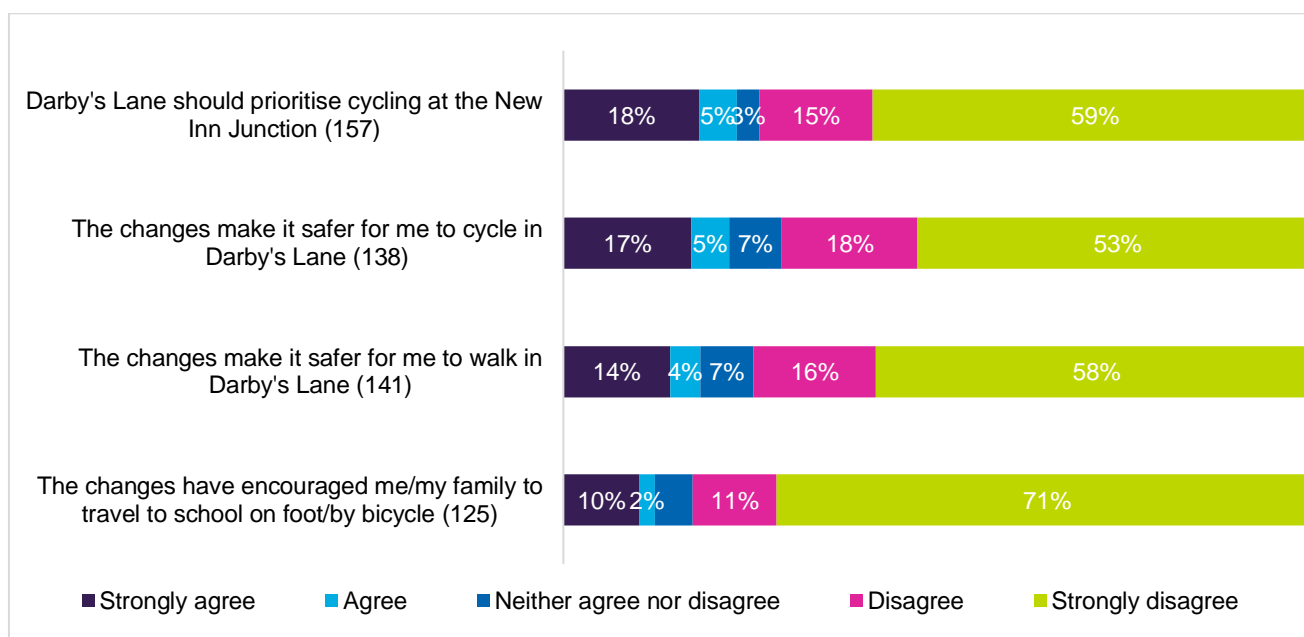
29% of respondents completed a form before the scheme was implemented. The highest proportion of respondents (41%) completed a form during the first four weeks, with 29% completing a form after four weeks of the launch of the scheme.

Levels of agreement with aspects of the trial

Respondents were asked how strongly they agree or disagree with a number of statements about the ETRO. The overall responses are shown below:

- 74% disagree that Darby's Lane should prioritise cycling at the New Inn Junction. 23% agree.
- 71% disagree that the changes make it safer for me to cycle in Darby's Lane. 22% agree. The results are broken down by those who cycle below.
- 74% disagree that the changes make it safer for me to walk in Darby's Lane. 18% agree. The results are broken down by those who walk in the area below.
- 82% disagree that the changes have encouraged me/my family to travel to school on foot/by bicycle. 12% agree. The results are broken down by those who travel to school below.

Figure 8: How strongly do you agree or disagree with the following...



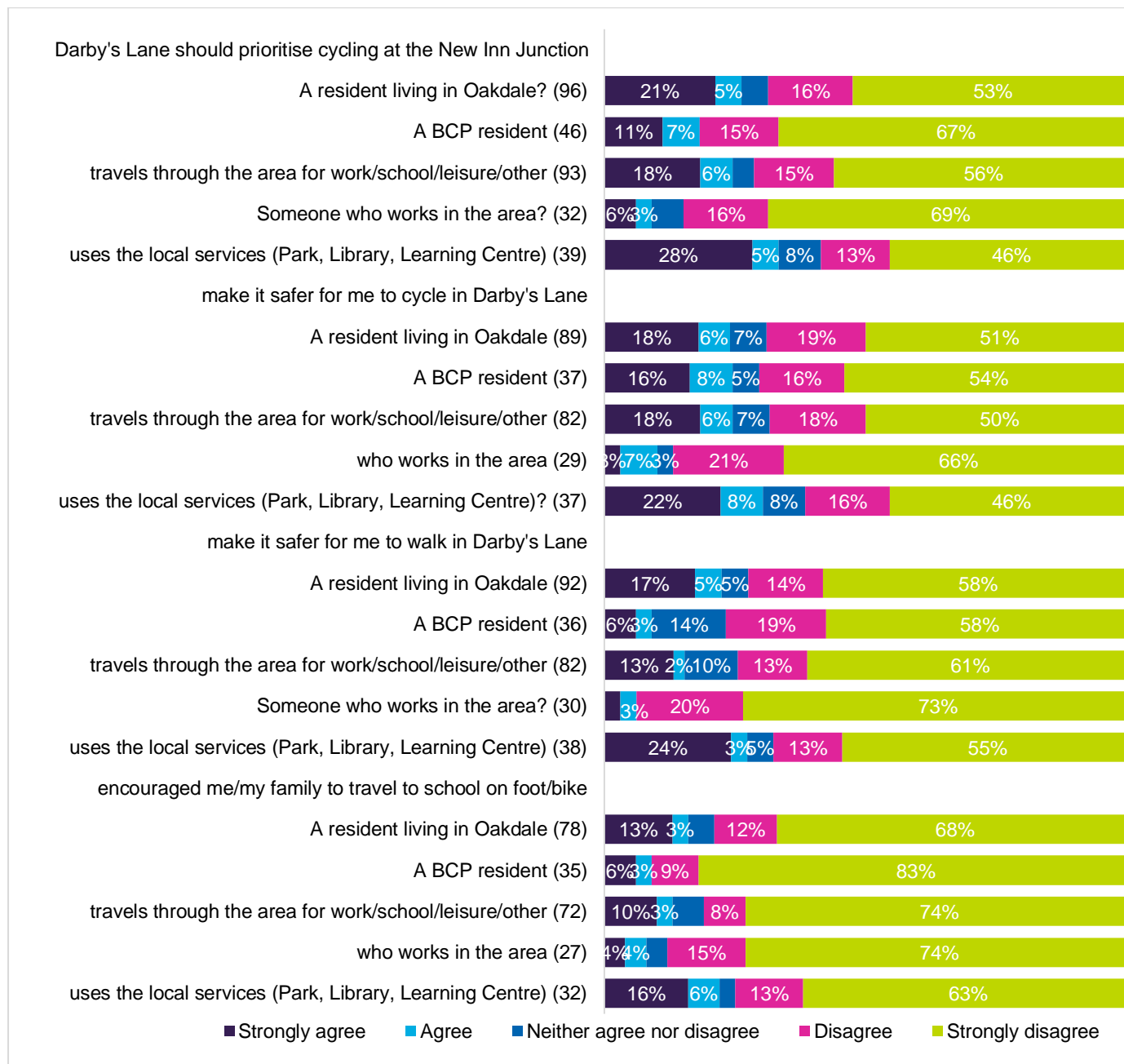
Bases (as shown)

Views differ by respondent type, how they travel to/through the area and by age and gender, as shown in more detail on the following pages.

Views by respondent type

Levels of agreement vary by respondent type.

Figure 9: Levels of agreement with statements by respondent type.



Bases (as shown)

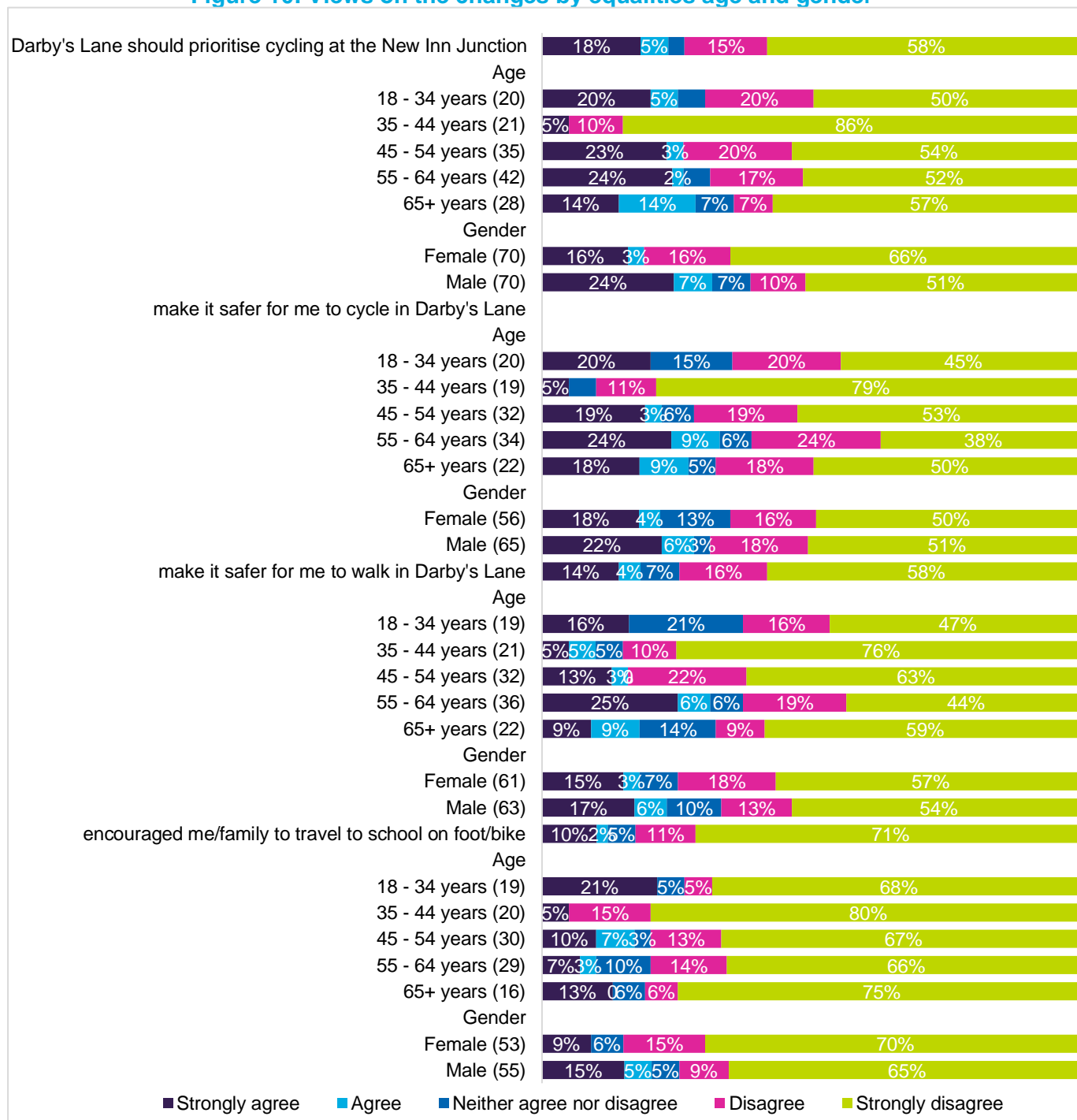
Views by equalities groups

Views differ by age and gender. Other equalities groups are too small to report any differences.

Age Those aged 35-44 have lower levels of agreement than other age groups, with those aged 18-34 have higher levels of agreement.

Gender Females have higher levels of disagreement than males.

Figure 10: Views on the changes by equalities age and gender

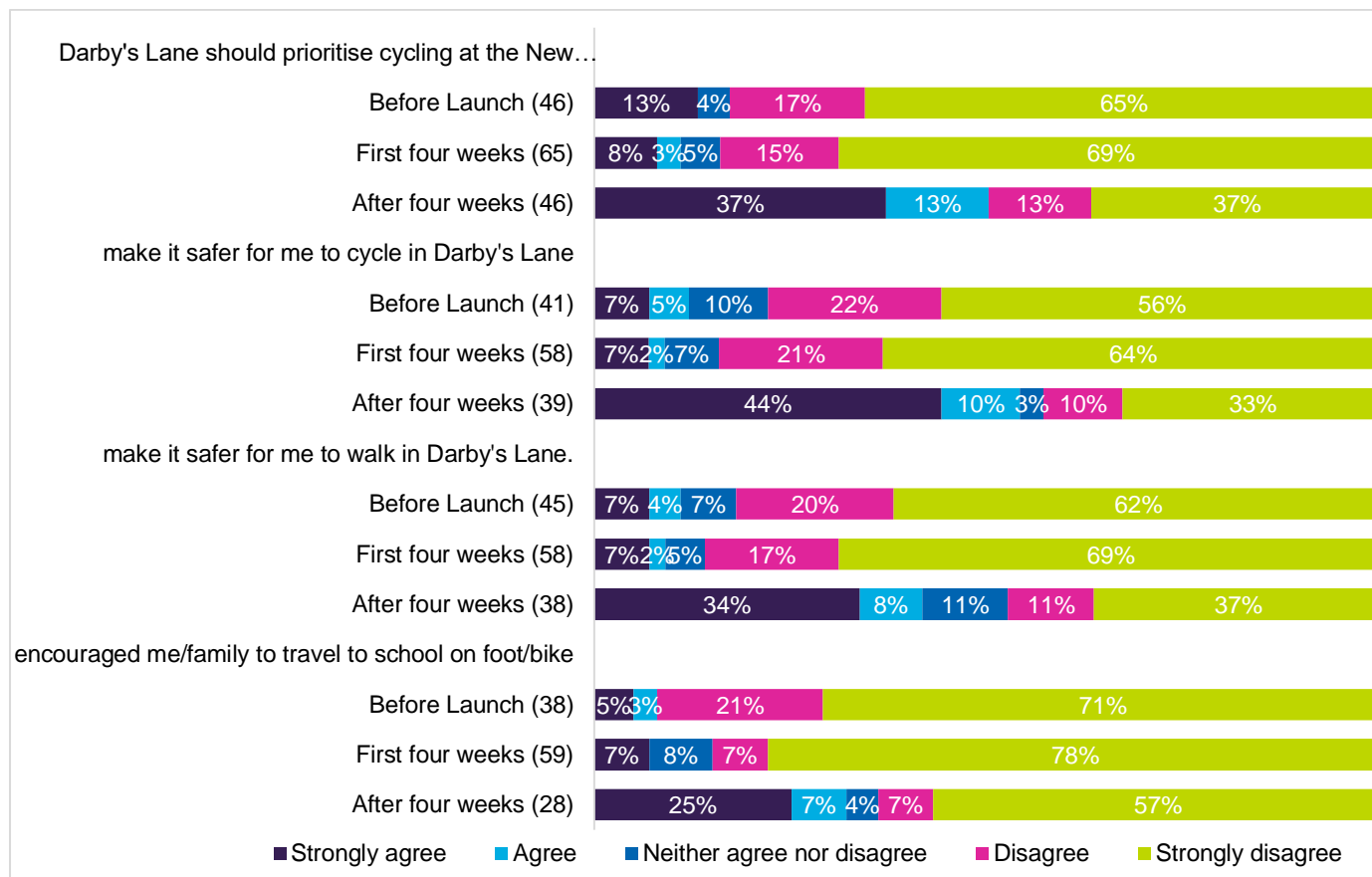


Bases (as shown)

Views by response date

As the table shows below, respondents views varied through the first six months of the trial. More respondents strongly disagree before the launch and in the first four weeks, with respondents reporting higher levels of agreement after the first four weeks.

Figure 11: Views on aspects of the trial by response date



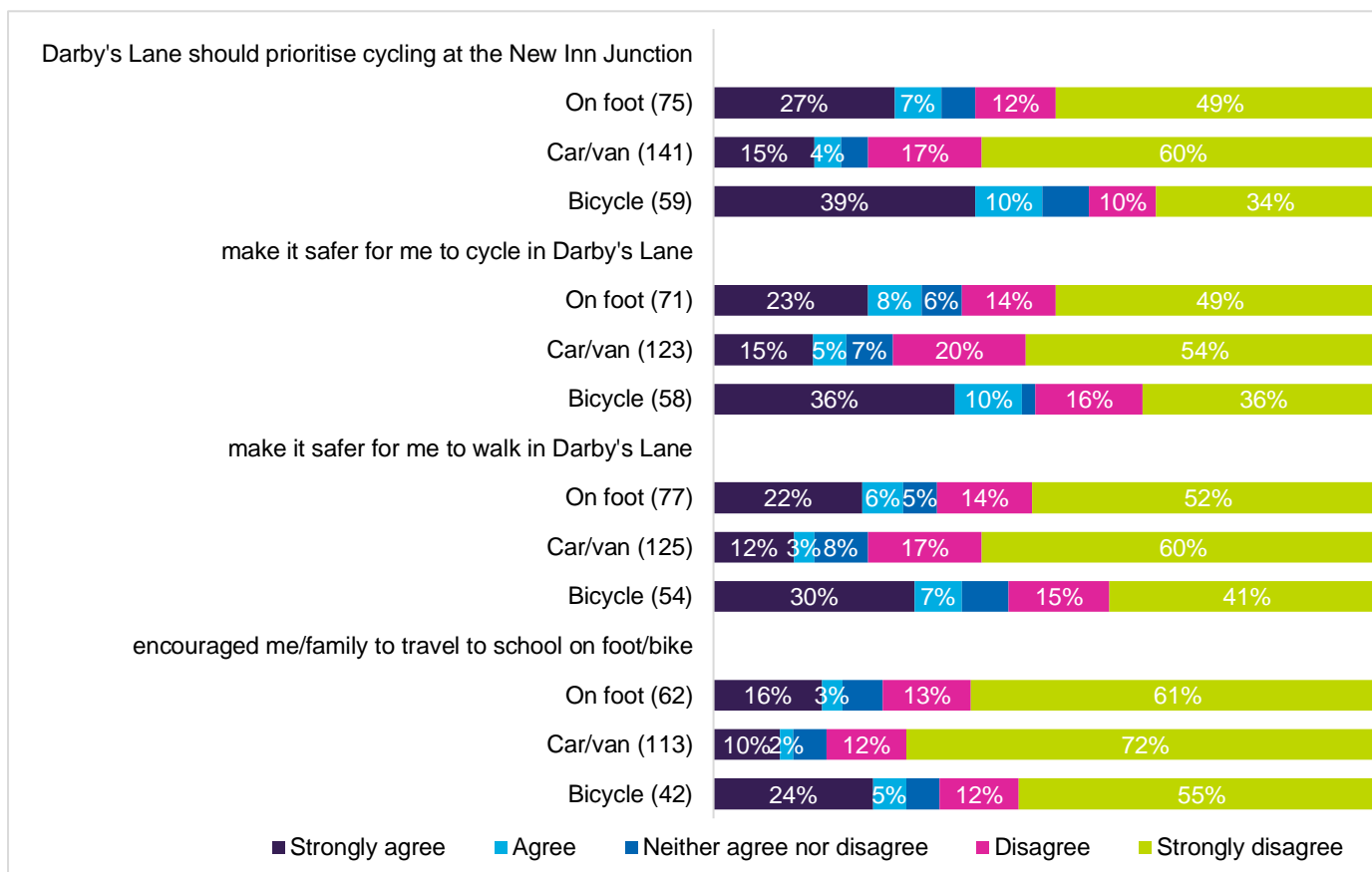
Bases, as shown.

Views on the proposals by how people travel through the area

Views on the proposals vary by how people travel through the area.

- 49% of **cyclists** agree that *Darby's Lane should prioritise cycling at the New Inn Junction*. 44% disagree. This is followed by 34% of those who travel **on foot** (61% disagree). 19% of those who travel **by car** agree, with 77% disagreeing.
- 46% of **cyclists** agree that *the changes make it safer to cycle in Darby's Lane*. 52% disagree.
- 28% of those who travel through the area **on foot** agree that *the changes make it safer for them to walk in Darby's Lane*. 66% disagree.

Figure 12: Views on aspects of the trial by how travel through the area

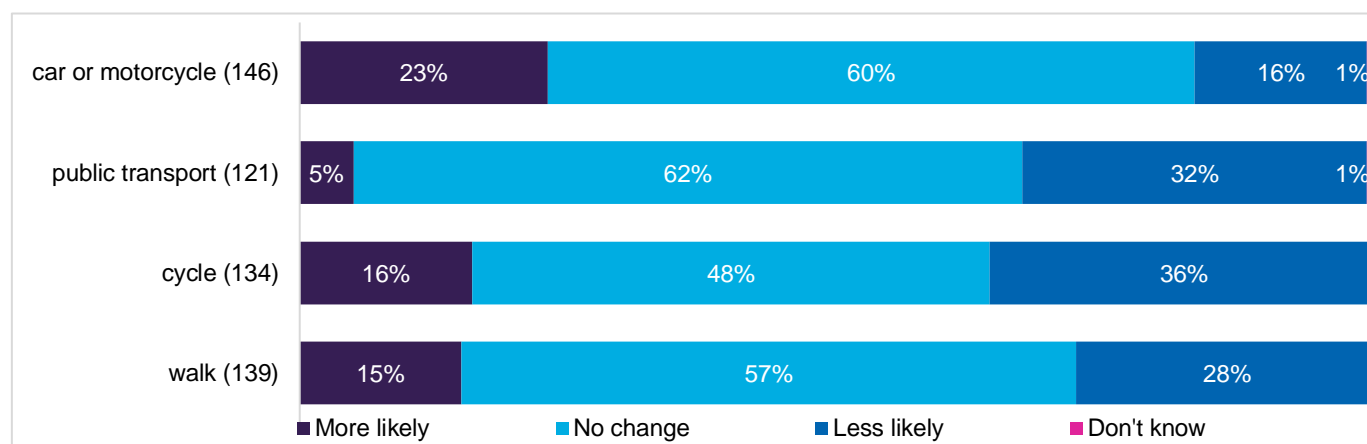


Bases (as shown)

Do the proposed changes make you more or less likely to use the following when travelling in the area?

- The changes would make 23% of respondents more likely to travel by **car or motorcycle** when travelling in the area. 60% would not make any changes and 16% would be less likely to travel by car or motorcycle.
- The changes would make 32% of respondents less likely to travel by **public transport**. 5% would be more likely to travel in this way.
- 16% would be more likely to **cycle**, 48% would make no change and 36% would be less likely to **cycle**.
- 15% would be more likely to **walk**, 57% would make no change and 28% would be less likely to **walk** as a result of the changes.

Figure 13: Do the proposed changes make you more or less likely to use the following when travelling in the area?

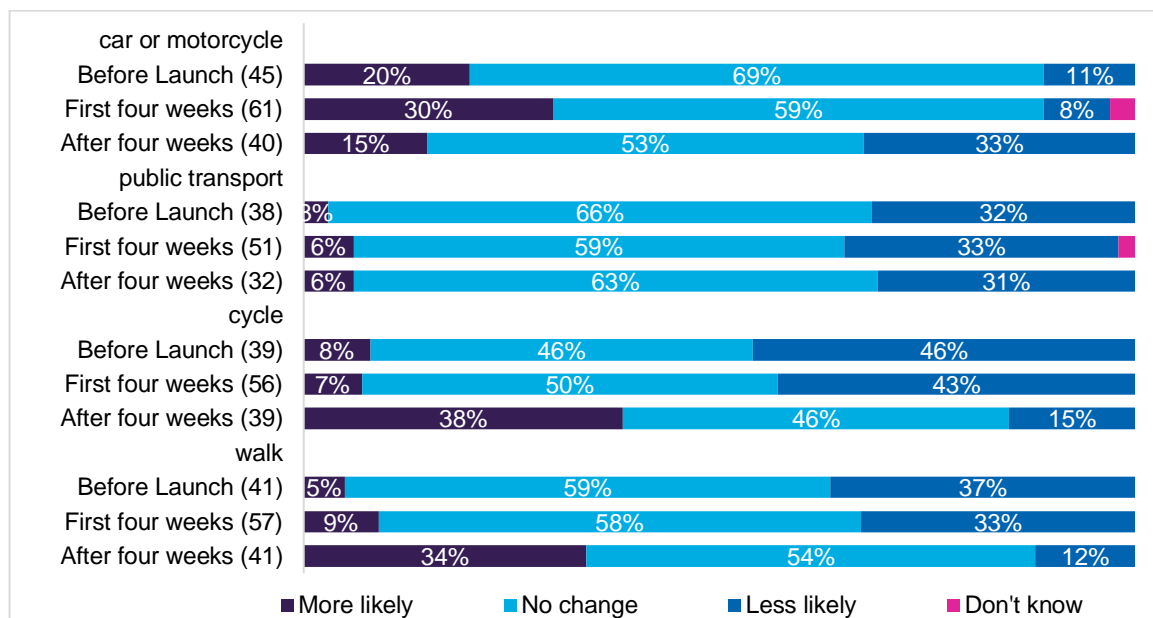


Bases (as shown)

Changes to mode of travel by date of response

Changes to mode of travel change by date of response, as shown in the chart below, with more respondents being less likely to use their **car or motorcycle** (33%) and more likely to **cycle** (38%) or **walk** (34%) **after four weeks** of the scheme being implemented.

Figure 14: Do the proposed changes make you more or less likely to use the following when travelling in the area by response date

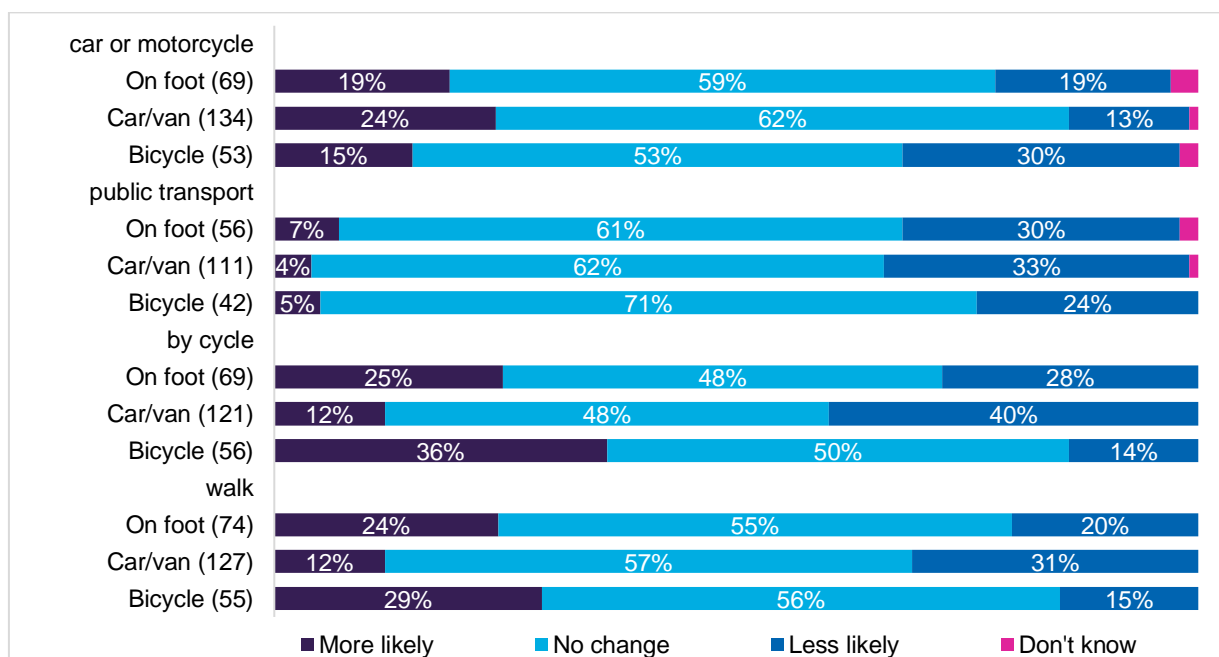


Bases (as shown)

Changes to mode of travel by mode of travel used

Changes to mode of travel vary by mode of travel used, as shown in the chart below.

Figure 15: Do the proposed changes make you more or less likely to use the following when travelling in the area by mode of travel

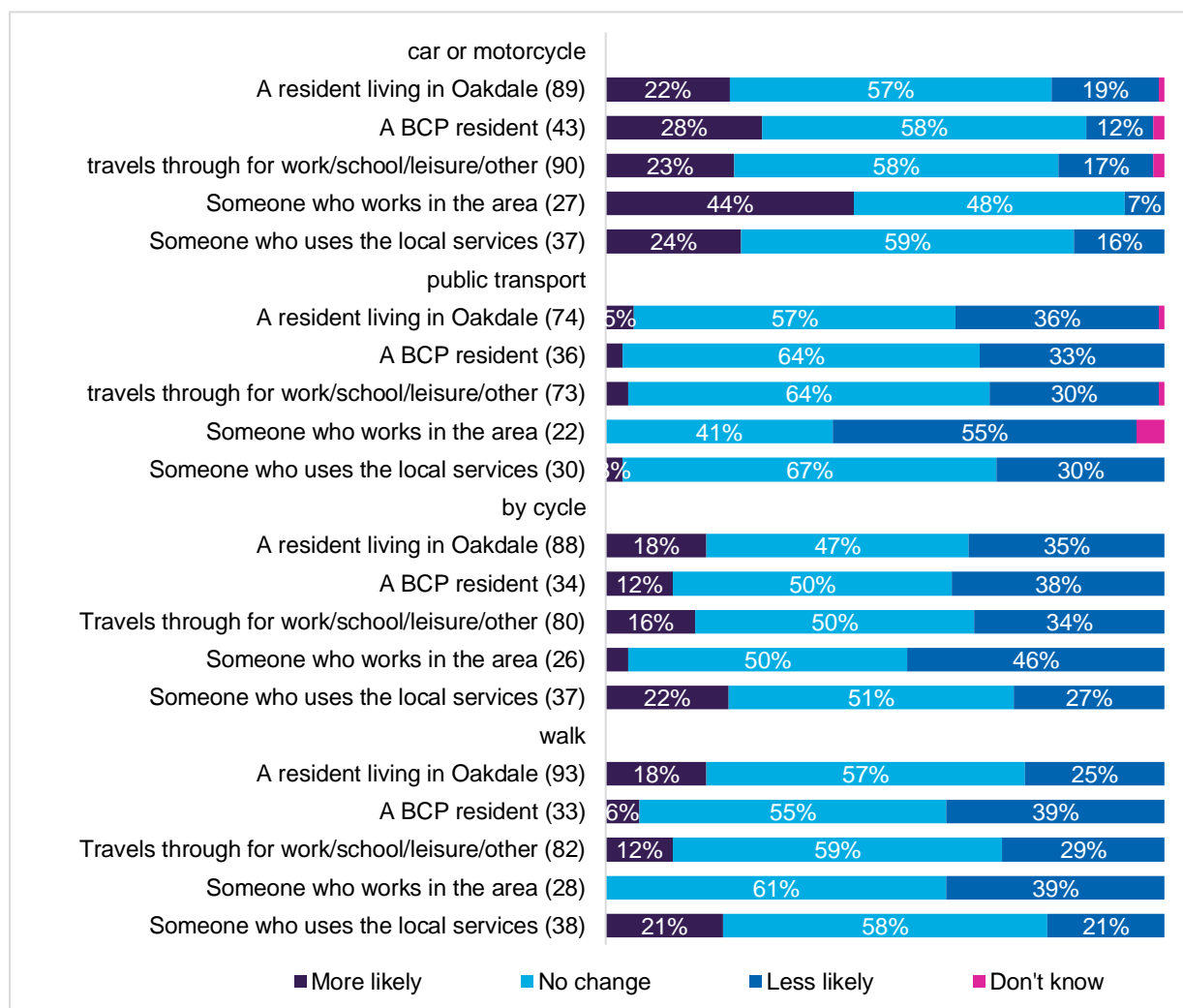


Bases (as shown)

Changes to mode of travel by respondent type

Changes to mode of travel change by respondent type, as shown in the chart below.

Figure 16: Do the proposed changes make you more or less likely to use the following by respondent type



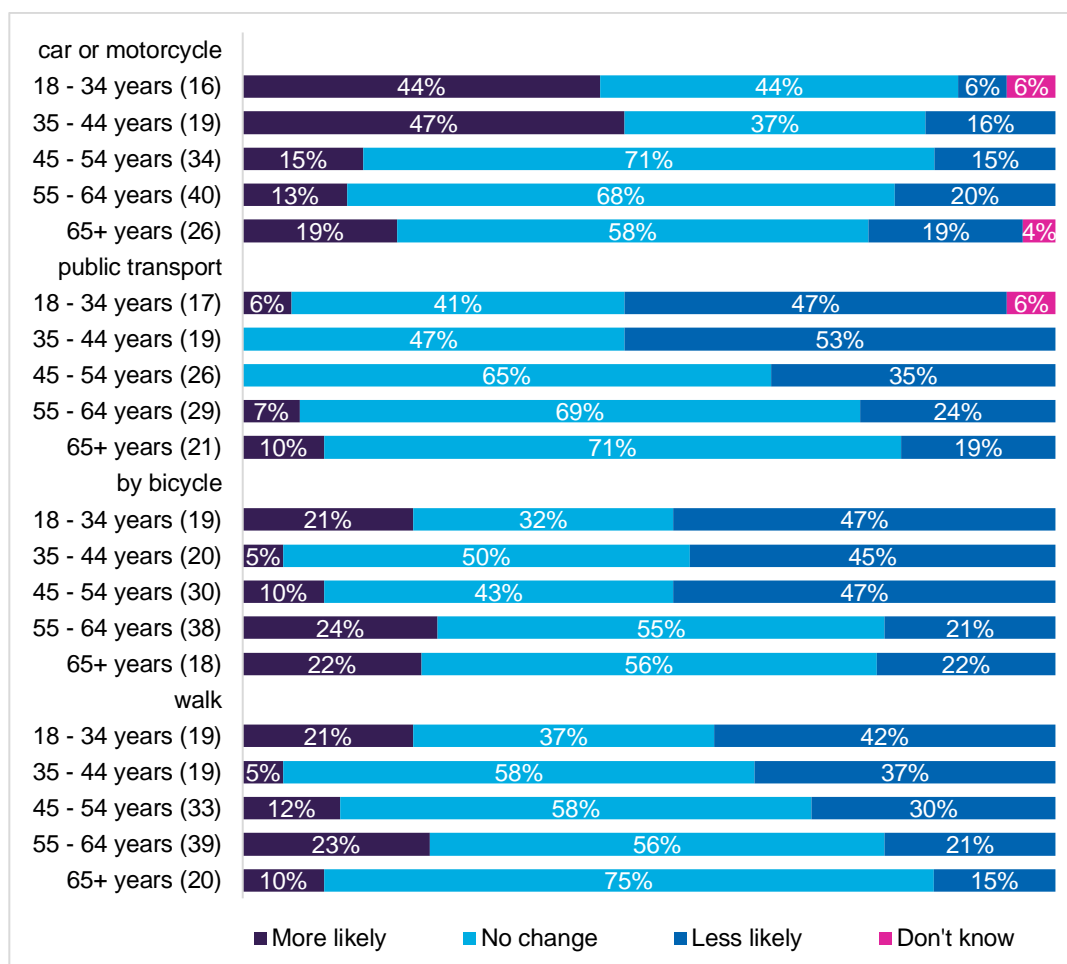
Bases (as shown)

Changes to mode of travel by age

Views differ by age, however the numbers in each group are small. There is no difference by gender, and other equalities groups are too small to report any differences.

Age Those aged **18-34** (44%) and **35-44** (47%) are more likely to use their **car/motorcycle** than other age groups, and less likely to use **public transport**, **walk** and **cycle** than other age groups.

Figure 17: Do the proposed changes make you more or less likely to use the following by age

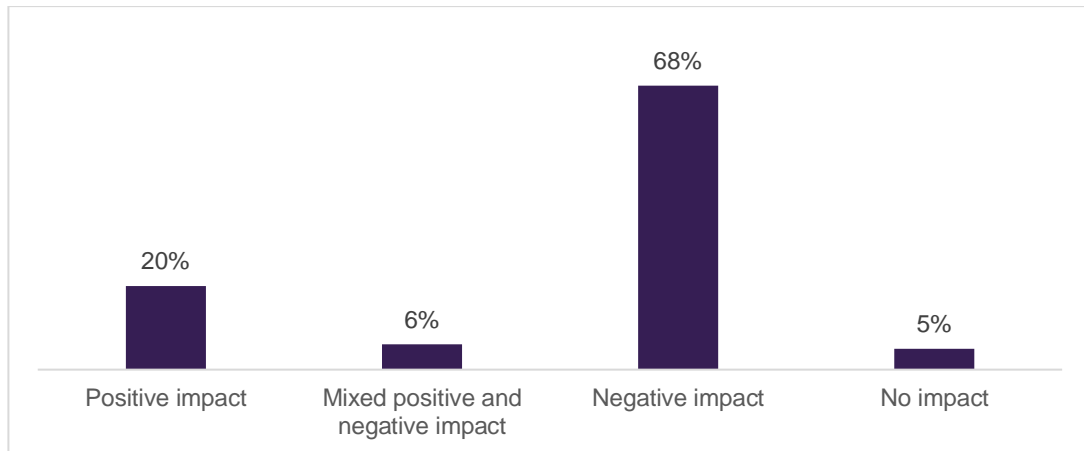


Bases (as shown)

Impact of the changes

Overall, one in five (20%) of respondents feel a positive impact from the changes, with just over two thirds (68%) feeling a negative impact.

Figure 18: How much of an impact, if at all, do the changes have on you?



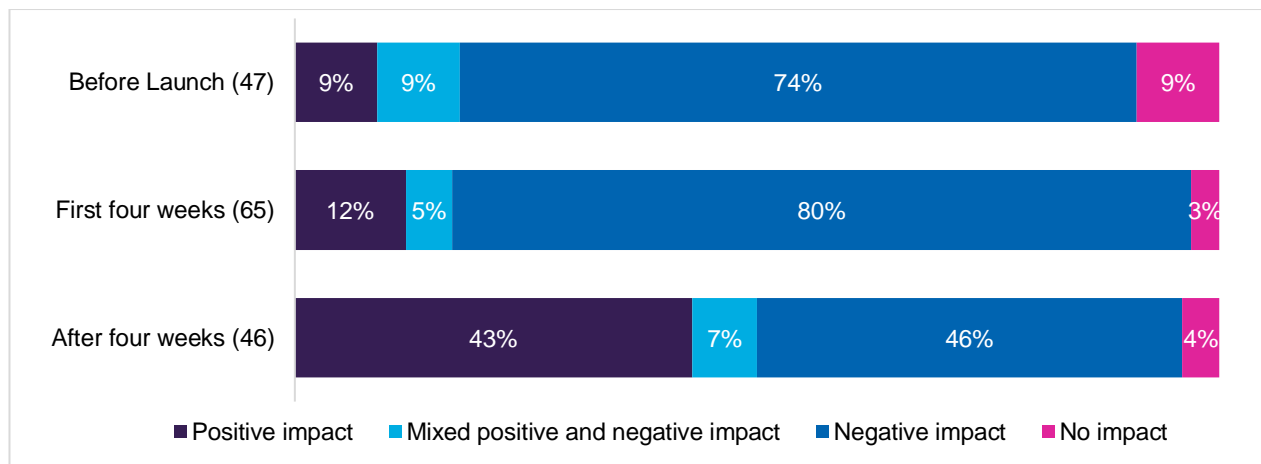
Bases (158)

The results vary by respondent type, equalities groups, when responded and how people travel through the area, as shown in the next few pages.

Views by response date

Impact changes by response date, as shown in the chart below. 43% of respondents report a positive impact after four weeks (46% report a negative impact), compared to 9% before launch (74% report a negative impact) and 12% in the first four weeks (80% report a negative impact) and 12% in the first four weeks (80% report a negative impact).

Figure 19: How much of an impact, if at all, do the changes have on you by response date

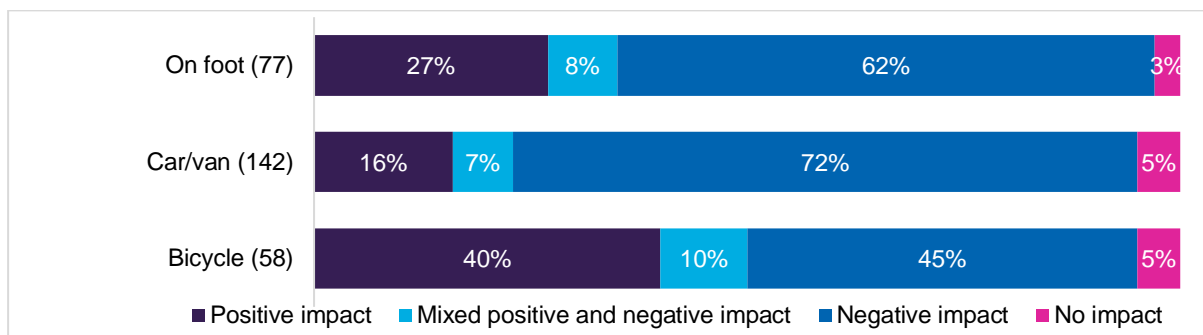


Bases (as shown)

Views by how travel through the area

- Impact varies by how people travel through the area, with two in five of those who travel through the area by **bicycle** (40%) feeling a positive impact and 45% a negative impact.
- Those traveling by **car/van** have greatest negative impact (72%), with 16% having a positive impact.
- Just under three out of ten of those who travel **on foot** (27%) have a positive impact. 62% having a negative impact.

Figure 20: How much of an impact do the changes have by how travel through the area



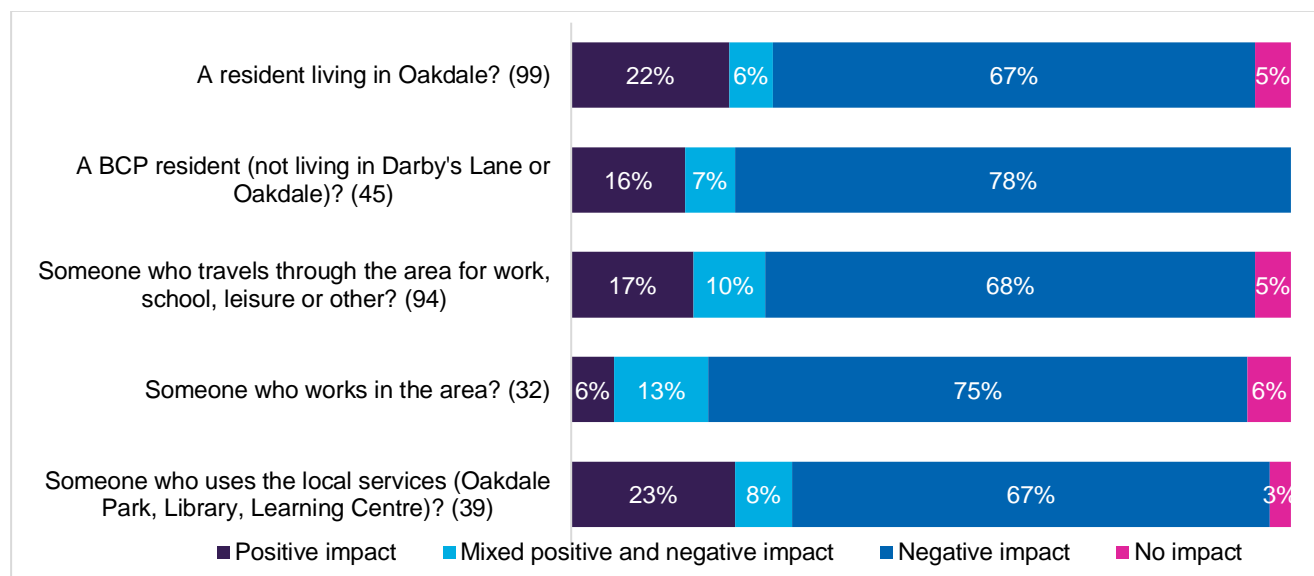
Bases (as shown)

Views by respondent type

Impact varies by respondent type, as the chart below shows.

- Around three quarters (78%) of **BCP residents** and those who **work in the area** (75%) report a negative impact.
- Around two thirds of **residents living in Oakdale** (67%), **those who use local services** (67%) and **those who travel through for work** (68%) report a negative impact.
- 23% of those **who use local services**, 22% of **residents living in Oakdale**, 17% of those **who travel through the area for work**, 16% of **BCP residents** have a positive impact.

Figure 21: How much of an impact, if at all, do the changes have on you by respondent type



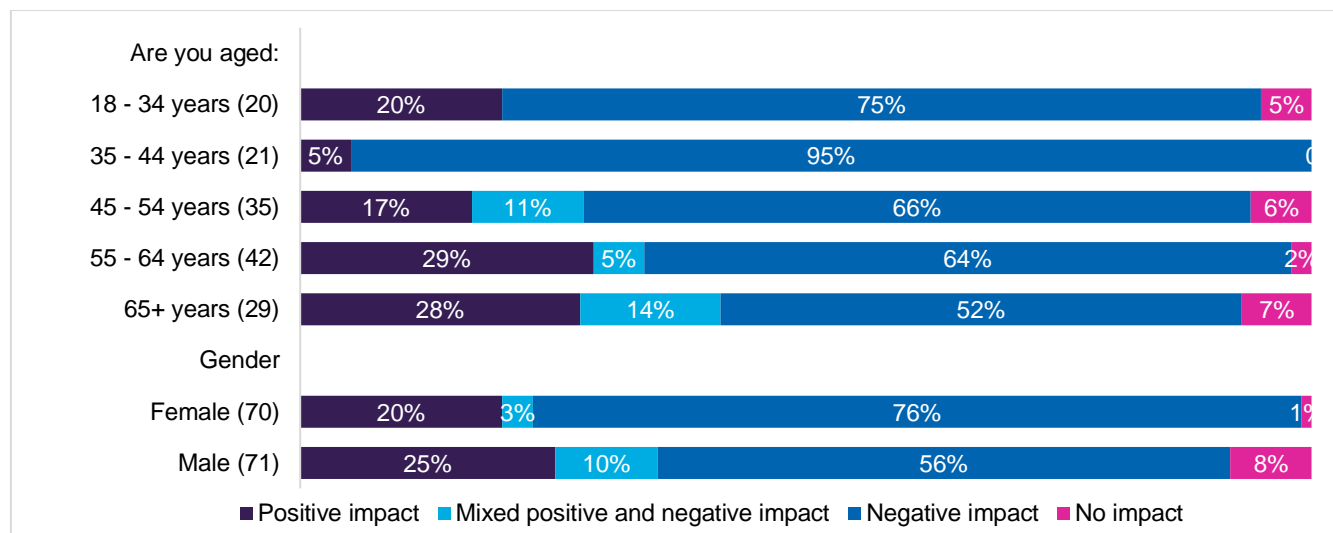
Bases (as shown)

Views by equalities groups

Age Those aged **55-64** (29%) and **65 and over** (28%) report a higher positive impact than other age groups.
Those aged **35-44** (95%) report the highest negative impact from the changes, with three quarters (75%) those aged **18-34** reporting a negative impact.

Gender **Females** (76%) report a more negative impact than **males** (56%).

Figure 22: How much of an impact, if at all, do the changes have on you by equalities groups



Bases (as shown)

Comments about the trial

Respondents were asked to explain how they felt about the changes and the impact they would have on them. 139 respondents provided feedback to this question which have been coded into themes to make them easier to interpret. Please note that where respondents have provided comments that relate to more than one theme, their feedback has been categorised into multiple categories.

103 of the respondents disagreed with the changes, 29 agreed and 6 were undecided.

In terms of impact, 97 of the respondents who commented felt that the changes would have a negative impact on them, 26 felt that the changes would have a positive impact and 10 respondents who felt that it would have both a negative and a positive impact provided a response, while 5 respondents who felt that it would have no impact or did not know what impact the changes would have them provided a response.

Responses were coded in to six themes relating to **'positive comments'**, **'congestion'**, **'safety'**, **'cannot see why the changes are needed'**, **'access'** and **'other comments'**.

Theme	Number of comments
Positive comments	29
Congestion	105
Safety	20
Cannot see why the changes are needed	46
Access	7
Other comments	18

Positive comments

There was a total of 29 comments that related to positive aspects of the scheme. This included being **'safer for cyclists and/or pedestrians'**, **'less congestion/pollution'** and **'other reasons'**.

15 respondents felt that the changes made the road **safer for cyclists and/or pedestrians**.

'I fully support the changes that have been made and feel that it has made a positive impact on the increased use of walking and cycling. In addition to this I feel much safer walking in this area around Darbys Lane and Hennings Park Road - my Family and I are fully supportive of this closure and would like to see it continue. We have seen more people cycling and walking in and around and using the cycle lane which can only be a good thing for reducing traffic and our carbon footprint. Well done BCP for encouraging and supporting this'

'With less motor vehicles - I feel a lot safer when cycling along Darby's lane'

'I cycled through this area yesterday and was pleasantly surprised at how congestion free it was. I felt safer turning left onto Fernside Road, where I live, at the end of Darby's Lane.'

'I have always walked or cycled as preference. Doing this is now safer and more pleasant as there are no cars racing to get to the lights at the junction. What traffic travels on Darby's Lane is slower. My family feel more inclined to cycle now. Henning's Park Road is quieter too and the speed of any traffic is lower. On the rare occasions I drive to town I find going via Oakdale traffic lights is no hardship'.

'I use the park to walk my dog and before was difficult to cross the road as I am a little bit slower than others as I have a bad back and use a walking stick, and cars would race down to traffic lights but now it's much quieter and easy to cross both for me and families with young children and pushchairs'

'It is much safer when crossing Darby's Lane on foot and Darby's Lane itself is much quieter due to less traffic and therefore better to walk along. Cycling across from Darby's Lane traffic lights to Wimborne Road is much safer as there are no cars right behind you sometimes coming too close. Hennings Park Road is much quieter due to no traffic speeding down the road to get to the lights.'

'I live in the adjacent road. The closure not only makes it safer for pedestrians at the crossing but those crossing Derby's Lane - anywhere between the New Inn and the community centre. Mainly because before the road closure vehicles would speed towards the New Inn hoping to hit the lights on Green, not looking out for pedestrians or cyclists attempting to cross. Also vehicles, especially during the morning rush hour, would be queuing for the lights right back to the community centre. These queuing vehicles have to pull in quite close to the kerb so as to allow vehicles to pass in the other direction...So by queuing close to the kerb they are blocking the cycle lane and there is often no safe passage for cyclists.'

The benefit of **less congestion and pollution** were commented on by 7 respondents.

'I live in Hennings Park Road...I was very sceptical in the beginning and it added a lot of traffic in the first couple of weeks initially. But now I see what an improvement it has made to traffic in the area and the safety issue to cyclists and walkers. As I say in the beginning, I was against the trial but now I would be against reopening the junction.'

*'Very happy to discover this. You put it in a very good place. It's due south of the only pleasant cycle route across the A3049 [the footbridge] that links up with off-road cycle routes that head north to Wimborne. Darby's Lane previously had **much stationary queuing traffic and the bad air pollution from that traffic** made going to the park with youngsters not worth it. I now cycle to Oakdale library instead of driving there because it's pleasant instead of high-risk. You removed a car road that was most of the time a congested rat run used by people in cars and vans in a hurry to cut out one set of traffic lights. Now the whole of that road and the vicinity of the park feels transformed to a nice place to be rather than slow car storage.'*

'I cycled through this area yesterday and was pleasantly surprised at how congestion free it was.'

Seven **other** positive comments were made about the scheme and wanting it to be retained.

'I hope that it will stop drivers dashing down Hennings Park Road to get to the traffic lights and that it will encourage people to cycle/walk.'

'I live on Fernside Road and am very pleased with this change'

'The changes are positive and should be retained. There was a short time before the traffic signal timings were altered and now it's fine and actually the junction works better than before.'

'I have lived on Hennings park road for x years and have longed for the day when this would be implemented. The road is a death trap with cars trying to beat the lights to travel in to Poole during the morning rush hour, I have nearly been hit on several occasions by all manner of vehicles exceed the speed limit to get through the lights. It will also stop people using Hennings Park road as a rat run from Dorchester Road.'

Congestion

105 comments related to **congestion, delays in journeys, impact on surrounding roads and pollution.**

'I have always used this route when driving into Poole from Canford Heath. It is quicker and cuts out one set of traffic lights...if I can't use the road it makes my journeys more complicated and longer.'

'Having to drive round neighbouring residential roads to get to where I need to...further distance and causing more traffic in residential roads'

*'For driving it has had a negative impact (which will probably make you happy), the traffic lights at **Dorchester Road** have changed very little to allow for the extra traffic and the lights at the **New Inn** have not been changed, so all the traffic stops, polluting the area more. The lights on **Darby's Lane** still change as if cars were going that way, even though there are no bikes or pedestrians around.'*

'The pollution in Wimborne Rd is bad enough already...Cars using the Darby's Lane exit helped to minimise this pollution in one major road.'

*'**Wingfield Avenue** will now be used as a cut through and the parking in Darby's Lane will be removed. Those cars will now add to the overcrowded Nansen Avenue and surrounding roads.'*

'The measures put in place reduce the flow of traffic on this stretch, arguably making it safer for both pedestrians and cyclists, but the benefit is marginal and it does add a slight delay to motor vehicles heading to town.'

'I live in Fernside Road, but I access my house from Winterbourne Ave. When school traffic starts up in sept it will be a massive pain...going onto Wimborne Road with all the other traffic to get to my house. Open up the junction!!!!'

This included 52 respondents commented about the impact of increased traffic on the surrounding roads, with **Dorchester Road** (21 respondents) and **Hennings Park Road** (16 respondents) being the main roads mentioned.

*'Getting out of Darby's Lane either direction is difficult at the best of times as no one lets you out. There will be more cutting through **Henning's Park Road** and potentially causes for more accidents as this is a residential area where kids play.'*

*'I don't quite understand how the changes improve things for cyclists & walkers. You can currently only exit Darby's Lane at those traffic lights in a car. I don't see how closing that end improves things. People will still drive down there & potentially make **Hennings Park Road** & Pound Lane busier. Vehicles can still drive along Darby's Lane...'*

*'I am watching the traffic fly up the Road making **Hennings Park Road** like a racetrack....an accident waiting to happen!!!!'*

*'We live on **Hennings Park Road** at the junction with Kingsbere Road. It has always been a relatively quiet road...but since the closure...we have already noticed a significant increase in the volume of traffic through our road and at the Kingsbere Road junction. There have been several large lorries and trucks and a lot of these are travelling at quite a speed which is concerning as a lot of residents have children who will be walking/cycling to school. I can't see how closing the New Inn junction makes it safer to walk or cycle as vehicles still have access along Darby's Lane and are finding the junction closed and redirecting through **Hennings Park Road**.'*

*'I live on **Hennings Park Road** with children, I would be more inclined to agree if there was a traffic calming system in place. The road has turned into a dangerous rat run. I nearly had my car door taken off by a speeding car. I am a keen cyclist and runner, this has had no positive impact on either.'*

*'I fail to see what benefit this will have to cyclists and... This will increase traffic along **Hennings Park Road** and **Dorchester Road**, where lots of children walk to school, this making it more dangerous for them in the morning rush hour.'*

*'Living in Nansen Avenue... This has simply created a bottle neck at the **Dorchester Road** traffic lights for residents trying to travel towards Lower Parkstone.'*

*'Higher levels of traffic on **Dorchester Road** at the traffic lights, more cars waiting causing more pollution. Increased journey time due to queuing, I have to get to Poole train station regularly and it is not viable to walk or cycle.'*

*'Traffic has been redirected on to **Dorchester Road** / Wimborne road as a consequence. This has lead to increased queues, a LOT of emissions and irate drivers becoming impatient. I have personally witnessed 2 near deadly incidents in the last month. As a result I will no longer allow my children to cycle along these roads. I have to use a car for travel, and I am now adding to the extra frustration, delays and blockages at the various lights.'*

Safety

20 comments related to **safety**, with some respondents mentioning specific roads (as above), the impact on **pedestrians** and **children of speeding and increased traffic**.

*'Traffic will back up on **Dorchester Rd** from Oakdale traffic lights making it more difficult for pedestrians to cross the road and increasing danger to cyclists.'*

'It will be no safer for pedestrians as the cyclists speed along anywhere they can. At least as a through road pedestrians know to watch for cars'

*'**Kingsbere Road** is also hugely popular with cyclists, especially school children cutting through to the various schools in the area. You've just made the road significantly more dangerous for them and also for the parents who park in this road and **Hennings Park Road** to drop their children to school.'*

'It has made the road more dangerous than it has ever been, we are possibly days away from an accident. People that are not observing the signs, which would make it their own fault, do not know of any other alternate route. So they are resolving this by reversing around the corner of Rowland Avenue, which has a relative amount of traffic coming down it. These safety concerns should of been considered before a decision was made on closing the road. Maybe some additional diversion signs could of been implemented.'

*'This closure is causing a delay in me driving to the lifeboat station. Alternative routes add significant time to the journey which delay my arrival and could delay the launch of the lifeboat. Cars that miss the road closure signs at Dorch/Derbys junction are speeding along **Darby's Lane** and up **Hennings Park Road** to get themselves back on route.'*

The impact on **emergency vehicles** was mentioned by 4 respondents.

'Long car queues forming. Last Saturday at approx 13:15 not busy the queue was back to the chip shop. Impact on emergency services stuck in queues surely adding time to get to hospital etc'

'As an emergency vehicle driver, all the 'experimental' road closures are massively compromising safety for patients, as sat-navs direct the vehicles to closed roads. The road closures also cause drivers of private vehicles to get lost.'

Access

7 comments related to **accessing the car park or local businesses.**

I imagine those on Hennings park road are not happy and the small shops on the corner must not be either as the small car park entrance is on Darby's lane.

When using the shops and local businesses will make it more dangerous to turn right at the darbys lane junction to get out because of more traffic.

This blockage will not change my method of travel. It might make it less likely I will use the shops and businesses there because it has made it harder to exit south from the small car park on my way home from work.

Cannot see why the changes are needed

46 comments related to **not seeing why the changes are necessary.**

'Absolutely pointless and a huge waste of money. The road is not high risk and the road itself is very wide with plenty of pavement for pedestrians to walk on. It will also create bigger problems on the other major routes causing more congestion to our existing busy roads.'

'Not a problem area. What a waste of money. We live in Nansen Ave and can't understand the need for the proposed changes.'

'This is not a busy road and I have rarely seen cyclists using the route. I live close by and see absolutely no positive benefit to this, it just makes journeys from our home more difficult. My family cycle and this would be of no use to them. It seems to be a way to use up (waste) money on a completely useless project. My suspicion is that there is another motive behind this, because it certainly isn't for the benefit of pedestrians or cyclists.'

'I travel through the lights 7 days a week. For work and pleasure. I cannot for the life of me see how this will make any useful difference. It certainly won't help cyclists as how will they now cross at the lights. I both cycle and drive so give utmost respect to cyclists at lights and on all roads.'

'I have cycled that route before and have never had a problem.'

'Pointless closure bringing more congestion to Dorchester Road and Wimborne Road'

'I do not understand what is to be gained by closing Darby's Lane. It just means that there will be increased traffic through Hennings Park Road or through the Oakdale lights. This will not deter motorists nor encourage walkers/cyclists. I now just take a longer route in my car which is surely entirely defeating the purpose? I cycle regularly too and have never found that junction more of a problem than any other busy junction in Poole.'

'There is absolutely no reason to block this area off. When was the last RTA in this area? The traffic lights are still being used so why cannot cars be there? It is creating more pollution as cars now have to drive all the way round to Wimborne road rather than the shortcut through Darby's lane. I imagine those on Hennings park road are not happy and the small shops on the corner must not be either as the small car park entrance is on Darby's lane.'

Other comments

There were 18 **other comments** about the changes, this included some suggestions and a question; one person wanted to know *'How the scheme will be judged on whether it is successful?'*

'It would have been better to close off my road [Wingfield Avenue] to become the cycle route to Darby's lane'

'The ONLY way to improve cycling is to have separated cycle paths away from roads! Not to close junctions for cars. People who cycle and walk are car drivers too!'

Other comments and suggestions

Respondents were asked to make any other comments or suggested about the changes. 107 respondents provided an answer to this question. Please note that where respondents have provided comments that relate to more than one theme, their feedback has been categorised into multiple categories.

84 of the respondents disagreed with the changes, 18 agreed and 4 were undecided.

Responses were coded in to four main themes, relating to '**do not agree with the changes**', '**impact of the changes**', '**suggestions**' and '**agree with the changes**'.

Theme	Number of comments
Do not want the changes / change it back	59
Impact of the changes	15
Suggestions	24
Agree with the changes	4

Do not want the changes

59 respondents commented that they **did not want the changes** and want the closure to be removed.

'Don't change it. There is already a cycle waiting area at lights.'

'This junction already has traffic lights so don't see the point of closing it at all'

'Please put it back'

'Yes, don't do them. The road is fine.'

'Yes don't do it, it is a waste of time you won't stop traffic it will just increase the flow up Hennings Park Road or Pound lane. Darbys Lane will be one big car park which still won't help cyclists.'

'This will do nothing to help cyclists. It is perfectly adequate as it is.'

'Yes, leave it alone. It works perfectly well as it is.'

'Change it back to normal. Means less car going to one set of light which means they get to where they are going quicker. Which means they are on the roads for less time. Less pollution, less traffic, less stand still traffic.'

Impact of the changes

Further to this, 15 respondents explained the **impact of the changes**.

'Please remember that many people who use cars do so because they are disabled, care for the disabled or do split shifts. Cycling is not possible for everyone. The recent proposals are making me want to leave my house less.'

'Reopen the New Inn junction to make Hennings Park Road quieter and safer again.'

'also likely to impact my use of the local business because of the hassle it will now cause.'

'You are ruining a perfectly good flow You will increase traffic through to Pound lane off Dorchester rd You are creating a huge traffic flow problem'

'This road isn't really used for vehicles travelling 'north' as it's practically a one way anyway. I use this road every single day for work and it's simply not busy enough to warrant this scheme. It will however increase traffic at surrounding junctions.'

'With staggered school starting times and most children being in different schools don't you think you are adding pressure to the road routes during peak times?...most people that turned in down to Darby's Lane then turned off to Hennings park Road, then to pound Lane to get onto Wimborne road. 1) not safe for people living on Hennings Park Road. Residential cars parking off road, so cars using Hennings Park Road are now causing congestion as the road isn't big enough for through road traffic...we do walk to use the local services such as the library or park or Tesco express, but when you work outside Poole, time is so precious that travelling by car is the only option to drop your children off at school/nursery setting/ family member.'

'I am particularly upset that a recent email newsletter (entitled Temporary active travel measures reviewed)...made comment that the Ward Councillors for the Oakdale area were reporting that the scheme was "successful". I am concerned that these ward councillors are not reflecting the true feeling this area...The closure of the Darbys Lane road at the New Inn junction is HUGELY unpopular in the area - made worse by the fact that even this "trial" has gone on for far too long.

Annoyed local businesses (losing trade), frustrated locals not being able to use our normal routes... PLEASE REMEMBER most people cannot (or are not able to) walk and cycle... These changes are clearly there for the few, not the many. Yes, we must reduce carbon footprint, use more public transport, but not by draconian measures like this. PLEASE LISTEN AND TALK TO LOCAL PEOPLE.'

Suggestions

24 respondents made **suggestions** instead of prioritising cyclists at the junction, including **putting speed bumps**, having one section **one-way**, **reducing the speed limit**, **closing Henning Park Road** to cars/turn it into a cul-de-sac, and **using Wingfield Avenue as the closed route for cyclists** to access onto Darby's Lane.

'Put speed bumps or traffic calming on Derby's lane to slow down the traffic rather than stopping it completely and leave the new in junction open to cars. Extend the cycle lane all the way along Derby's Lane'

'I believe a better option would be to make that section one way. town-bound and have just one lane available to motor vehicles. This would then free up space to add a 2 way cycle route and possibly increase the width of the pavement.'

'maybe to make the road one way travelling from Dorchester Road. there are so few cyclists and pedestrians using this road that it will be largely unused by anyone if this implementation goes ahead. it is safe to walk and ride a bicycle along this road anyway so there doesn't seem to be any valid reason to close the road to cars.'

'close entrance from the doctor's surgery end to Hennings Park Road to stop through traffic.'

'have a cycle lane on the pavement or the road!!!'

'Re-open the road and just make it left-hand turn only.'

'Reduce the speed limit on that section of Darbys Lane.'

'To be positive: I would suggest that within the ETRO scheme , to increase the flow of traffic along the A35 through the New Inn junction, that the traffic light sequencing from Derbys Lane onto and across the A35 is made request only (as would be a pedestrian crossing) The volume of cyclist only using this junction does not warrant a regular traffic light cycle.'

'Could you not close it at junction with Dorchester Road, only allowing access to those who live on Darby's Lane or those wishing to go to the vet? Admittedly not sure how you do that!'

'On most of Oakdale's narrower roads it is not safe to drive at more than 20mph, especially where cars are parked on both sides. Please take a look at Hennings Park Road, Pound Lane, Gorsehill Road and Hunt Road and consider adding a 20mph speed limit and double-yellow lines on one side to prevent parking on both sides of narrow roads. Many pedestrians, cyclists and youngsters on scooters going to/from work and school. Also consider adding 'Engine off' 'Engine

on' lights next to the traffic...Traffic lights at Oakdale library and at the New Inn have long timings but non-locals will not know that it is worth switching off their engine until the green light.'

'Perhaps close off the bottom of Hennings Park Road to cars?'

'Make the permanent 'obstruction' to cars more attractive than the current planters?'

'The signage needs to be a lot clearer on the junctions of Darbys Lane and Dorchester Road. Hennings Park road has also become a car park for workers leaving their cars outside residential properties all day often making it impossible for family or visitors to park, it would benefit from parking restrictions.'

'Yes put single lines at the beginning of Brampton Road, so cars can't park all day. Or better still block it off at the end going on to Dorchester Road.'

'Close it off like your plans but allow vehicles to turn from Wimborne Rd into Fernside Rd at the New Inn, this makes much more common sense'

'Would have been better to close Wingfield Avenue at Dorchester Rd end to traffic and let cyclist and pedestrians use this route.'

Agreeing with the proposals

Four respondents commented that they **agreed** with the proposals.

'About time that people were prioritised, instead of vehicles.'

'I hope that the change will be made permanent. Henning's Park Road could be made a cul de sac at the Darby's Lane end?'

Appendix – Respondent Profile Information

Equalities profile

The equalities profile is shown below.

There is a higher proportion of males and females, and fewer respondents under 35 years than would be expected. Percentages are not shown for any groups that have subgroups with less than ten respondents.

Figure 23: demographic and equalities profile

Group	Breakdown	Number	%
Gender	Male	72	51%
	Female	70	49%
Age	18 - 34 years	20	14%
	35 - 44 years	21	14%
	45 - 54 years	35	24%
	55 – 64 years	42	28%
	65 +years	30	20%
Disability	Yes, limited a lot	<10	-
	Yes, limited a little	<10	-
	No	109	-
	White British	119	-
Ethnicity	White Other	<10	-
	BME	<10	-
	No religion	62	-
Religion	Christian	54	-
	Other religion	<10	-

Respondent postcodes

139 respondents added a postcode that could be mapped. The maps below shows the postcodes of respondents. The first is of the area surrounding Darby's Lane, and the second shows all respondents in the BCP area.

