Transport and Engineering

Keyhole Bridge Review

Written representation report

April 2022

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Contents

Introduction

Pre-amble

This document summarises written representation relating to the Keyhole Bridge Review. The review relates to the section of Whitecliff Road where the South West Main Line railway passes overhead.

Written representation refers to correspondence which was received in the dedicated mailbox (KeyholeBridgeReview@bcpcouncil.gov.uk). This includes:

- emails sent directly to the mailbox
- emails forwarded by councillors, council officers, or other council email addresses
- postal letters which were scanned across.

Scheme background

In August 2020, BCP Council introduced an Experimental Traffic Regulation Order (ETRO) to prioritise walking and cycling on Whitecliff Road at Keyhole Bridge. This was to create a safer environment to travel to and through the area on foot or by bicycle. The ETRO could run for up to 18 months and a decision was made to withdraw the ETRO in March 2021.

A ruling published by the High Court on 18 November 2021 found that in ending the consultation period earlier than had originally been indicated, the council may have denied the opportunity for those who had not yet contributed to the consultation to do so. In line with that ruling, the council carried out a further period of consultation (the Keyhole Bridge Review) from 28 February 2022 until 11.59pm on 8 April 2022.

The Council consulted on three options:

1. **Option A** – leave Whitecliff Road open to all traffic through Keyhole Bridge
2. **Option B** – re-close Whitecliff Road at Keyhole Bridge to motor vehicles for a further trial period of six months using a new ETRO
3. **Option C** – permanently close Whitecliff Road at Keyhole Bridge to motor vehicles

Further background information (including feedback from the initial ETRO consultation) is available on the scheme webpage.

Other relevant schemes

It should be noted that Whitecliff Road at Keyhole Bridge has been designated as part of the primary cycle network in the recent Local Cycling and Walking Infrastructure Plan (LCWIP). This is shown on the LCWIP webpage within Appendix H via drawing number 70072396-29 on Sheet 3.

Additionally, the council are considering improvements to the sluice channel linking Poole Park and Poole Harbour.

Report structure

This report consists of five chapters:

- statistical analysis
- thematic analysis
- other representation received
- Automatic Traffic Count data
- conclusions.

Statistical analysis

Methodology

Appendix A – Classification criteria includes notes on how the written representation has been classified.

Results

Altogether, 81 items of written representation were received during the 40-day review period. **Figure 1** below sets out the figures by correspondence type. **Figure 2** excludes comments, follow up messages and queries to focus solely on levels of support for each option.

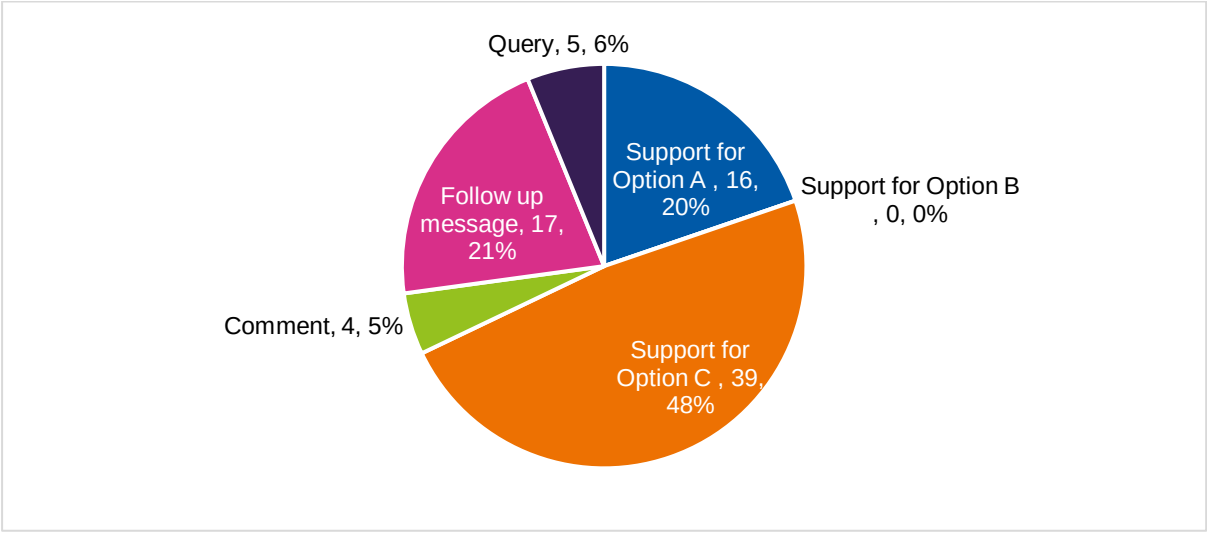

Figure 1 – Written representation by correspondence type

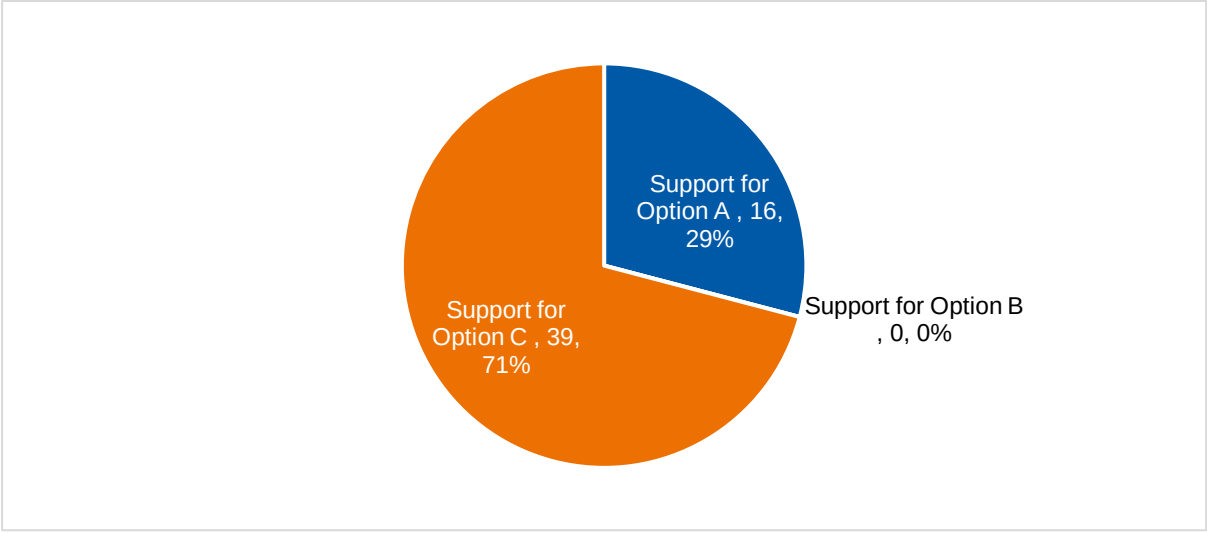

Figure 2 – Written representation by option type only

As shown in **Figure 1** and **Figure 2** above:

- the majority of written representation received expressed Support for Option C (permanently close Whitecliff Road at Keyhole Bridge to motor vehicles)
- support for Option A (leave Whitecliff Road open to all traffic through Keyhole Bridge) was under half that for Option C
- no written representation supported Option B (re-close Whitecliff Road at Keyhole Bridge to motor vehicles for a further trial period of six months using a new ETRO).

Unlike the initial ETRO consultation, a disaggregation of the totals contained within **Figure 1** by time periods is less relevant here, because during the 40-day review period:

- no experimental road closures or other carriageway layouts were trialled at Keyhole Bridge
- no decisions were published by the Portfolio Holder for Sustainability and Transport in relation to Keyhole Bridge.

Nonetheless, it should be noted that 48% of the written representation (39 messages) were submitted in the final five days of the review (4 April 2022 up until 23:59 on 8 April 2022). In numerical order from largest to smallest, this consisted of:

- 23 messages of support for Option C
- 9 follow up messages
- 7 messages of support for Option A.

Looking at the contributors to the written representation, 60 respondents chose to make comment. Of these:

- 41 (68%) did not provide written representation during the initial ETRO consultation
- 19 (32%) did provide written representation during the initial ETRO consultation.

Figure 3 categorises the totals in **Figure 1** according to whether a respondent submitted written representation during the initial ETRO consultation.

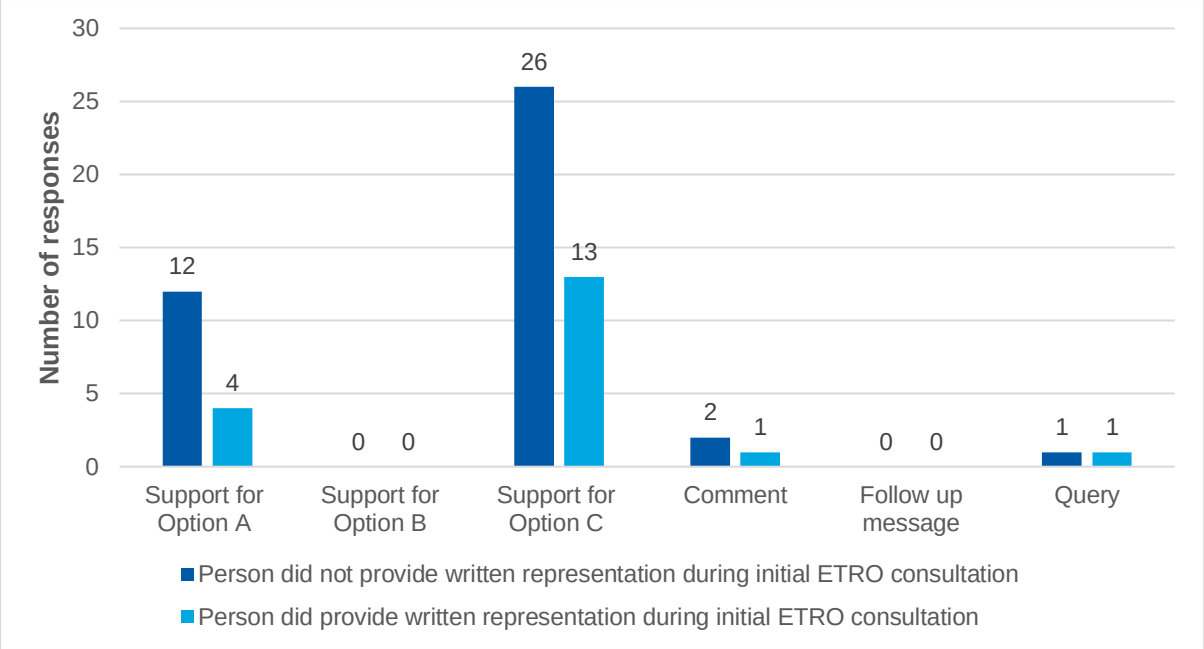

Figure 3 – Written representation by correspondence type according to whether a respondent took part in the initial ETRO consultation

In terms of the number of submissions per respondent:

- 52 (87%) submitted one message
- 4 (7%) submitted two messages
- 1 (2%) submitted three messages
- 1 (2%) submitted four messages
- 1 (2%) submitted six messages
- 1 (2%) submitted eight messages.

Four of the 60 respondents were organisations as opposed to residents. They were:

1. BH Active Travel
2. Dorset Gardens Trust
3. Keyhole Bridge Group[1]
4. Sustrans

All four organisations supported Option C (permanently close Whitecliff Road at Keyhole Bridge to motor vehicles). Their submissions were treated the same as other responses.

[1] The claimants involved in the Judicial Review which brought about this further period of consultation.

Thematic analysis

Methodology

Written representation was thematically coded to abridge the qualitative data into key themes / topics and to provide deeper insights into the reasoning behind people's views. The purpose of this is to illustrate any patterns and areas of consensus.

A series of main themes have been identified which act as the parent of a range of sub-themes. Where necessary, sub-themes have also been divided into sub-items to highlight particular nuances. **Table 1** below illustrates this coding hierarchy.

Table 1 - Coding hierarchy

When viewing the results from the thematic analysis, it should be noted that:

- the themes represent opinions expressed by respondents and do not necessarily constitute fact
- themes are ordered from largest to smallest in terms of number of times mentioned starting with the main theme
- if a theme is mentioned the same number of times as another / others, then the themes are ordered alphabetically from A-Z
- colour coding has been applied to highlight which themes were mentioned the most
- the number of respondents who mentioned a theme indicates the magnitude of response
- given the nature of qualitative data, magnitude of response does not necessarily denote the significance of a theme
- where respondents have provided comments that relate to more than one theme, their feedback has been categorised accordingly, meaning the sum of all sub-themes or sub-items does not always equal that of its parent theme (i.e., some people chose to mention more than one sub-theme or sub-item)
- a 'new theme' is one which was not raised by the written representation received during the initial ETRO consultation.

Number of themes

Table 2 below summarises the number of themes coded during the analysis. It should be noted that 135 new themes were identified.

Table 2 – Coding summary

Theme type	Number of themes	New themes	
		Quantity	%
Main theme	11	3	27%
Sub-theme	91	62	68%
Sub-item	86	69	80%
Total	**188**	**135**	**71%**

Main themes

Table 3 below displays the main themes coded during the analysis along with their corresponding number of sub-themes and sub-items.

Table 3 – Main themes

Theme description	Mentions	New theme?	Sub-themes	Sub-items
Advantages of closing Keyhole Bridge to motorised vehicles	51	No	26	33
Consultation process	23	No	12	16
Disadvantages of closing Keyhole Bridge to motorised vehicles	15	No	9	13
Reiterates previous correspondence	12	No	0	0
Pre-existing concerns / matters not directly related to the scheme	9	No	9	11
Query	8	No	8	13
Alternative measures	7	No	8	0
Complementary measures	7	No	10	0
Other form of representation submitted[2]	7	Yes	8	0
Only mentioned which option they supported and made no further comment	3	Yes	0	0
Respondent has changed their mind since the initial ETRO consultation	1	Yes	1	0
Total	**N/A**	**N/A**	**91**	**86**

Sub-themes and sub-items

A breakdown of the sub-themes and sub-items for each of the applicable main themes respectively is provided below across **Table *4***, **Table *5***, **Table *6***, **Table *7***, **Table *8***, **Table *9***, **Table *10***, **Table *11*** and **Table *12***.

[2] For further information please refer to the section of this report labelled **Other representation received**.

Table 4 – Sub-themes and sub-items for 'Advantages of closing Keyhole Bridge to motorised vehicles' main theme

Sub-theme			Sub-item		
Description	Mentions	New theme?		Mentions	New theme?
Improves road safety	25	No			
Necessary	21	No	Vehicle sizes have become progressively larger meaning most vehicles passing through the bridge are contravening the width restriction	12	Yes
			Bridge is too small for modern vehicles meaning it only suitable for cyclists and pedestrians	11	No
			Motor vehicles do not give way to cyclists / pedestrians	9	No
			Poor forward visibility at the bridge make it unsuitable for motor vehicles	7	No
			Existing width restriction is not enforced	4	Yes
			Alternative cycling / walking routes are not suitable as they present a significant detour	3	Yes
			Concern about structural condition of the bridge	3	No
			Motor vehicles approach the bridge at too fast a speed	3	Yes
			Passing cars splash pedestrians when driving through puddles that accumulate at the bridge	1	No
			Shared space at the bridge is unsuitable given the existing speed limit / visibility / width and lack of complementary measures to create a self-enforcing design	1	Yes
Aligns with national / local policies	16	No	Draft Local Walking and Cycling Infrastructure Plan includes Whitecliff Road at Keyhole Bridge as a primary cycle route	3	Yes
			BCP Transforming Travel initiative	2	Yes
			Helps make Poole a town to walk-in as per page 31 of BCP's Our Big Plan	2	Yes
			Highway Code changes that came into effect on 29 January 2022	2	Yes
			Paragraph 7 on page 6 of the Poole Park Life Evaluation Report[3] November 2021 mentions from stakeholders a 'general feeling that through traffic should be further reduced in the park, if not eliminated'	2	Yes
			Traffic Management Act 2004: network management to support active travel, Updated 1 April 2022	2	Yes
			Closures to motorised vehicles have been successfully implemented elsewhere in other parks in the conurbation such as Kings Park and Meyrick Park	1	Yes
			Complements the Whitecliff Park walking and cycling improvements	1	Yes
			Figure 4.1 in Local Transport Note 1/20 Cycle Infrastructure Design July 2020 shows that a mixed traffic arrangement as what is currently provided at Keyhole Bridge is unsuitable when motor traffic flow exceeds more than 10% of the 24 hour flow in the peak hour. Page 2 of the Portfolio Holder final decision report dated 28 January 2021 cited 510 vehicles per hour using Keyhole Bridge between 5pm and 6pm, which is over double the 200-passenger car unit maximum set in LTN 1/20 for mixed traffic environments	1	Yes
			Gear Change: One Year On, Department for Transport, 30 July 2021, Foreword by Prime Minister Boris Johnson on pages 6 and 7	1	Yes
			Helps create child-friendly places as per page 61 of BCP's Our Big Plan	1	Yes
			Highway Code changes that came into force on 29 January 2022 mean that at busy times motorised vehicles will have to spend longer giving way to cyclists and pedestrians. In effect this will erode any journey time savings for drivers using the bridge to avoid the Civic Centre gyratory	1	Yes

[3] Please refer to **Appendix B – Poole Park Life Evaluation Report November 2021**.

Sub-theme			Sub-item		
Description	Mentions	New theme?		Mentions	New theme?
			Improving access to greenspace a new review for 2020, Public Health England, March 2020, whereby on page 12 it sets out four roles local authorities can play a part in delivering better access to greenspace	1	Yes
			Launch of new executive agency Active Travel England	1	Yes
			On 11 March 2022 the Department for Levelling Up, Housing and Communities awarded BCP Council £120,000 towards the development of a Design Code to help deliver more beautiful and sustainable places	1	Yes
			On 15 March 2022 the United Nations adopted the resolution “Integration of mainstream bicycling into public transportation systems for sustainable development” document A/76/L.35 by consensus	1	Yes
			Section 3.2.4 of the Poole Town Centre Supplementary Planning Document adopted 15 December 2015	1	Yes
			Shared space has been deemed no longer suitable as shown by the withdrawal of Local Transport Note 1/11 and the publication of the Inclusive Transport Strategy in July 2018	1	Yes
			Statement made by Baroness Vere, Minister at the Department for Transport, on Transforming Transport in South East Dorset, published on the BCP Transforming Travel Blog	1	Yes
Enhanced amenity / placemaking for cyclists and pedestrians	12	No			
Stops motor traffic rat-running through Poole Park	11	No			
Encourages exercise / healthy lifestyle choices	10	No			
Other routes are available for motor traffic to access the Park	9	No			
Better connectivity for users of Baiter Poole and Whitecliff Harbourside Parks	9	No			
Forms part of an integrated sustainable transport network	7	Yes	Provides a useful link to National Cycle Network Route 25	3	Yes
			Cycling provides an alternative mode of transport for those that cannot afford to use a car and / or public transport	1	Yes
Improves air quality in the parks	5	No			
Supports efforts to decarbonise transport	5	No	Escalating fuel prices, the need to reduce dependency on foreign energy imports and environmental protests have meant that cycling is higher up the electorate's agenda	1	Yes
Reduces severance for those who are registered blind or partially sighted	3	Yes	Blind cricket takes place in Poole Park and some participants find it hard to navigate the bridge in its current configuration	1	Yes
Complements the access improvement works within Poole Park	2	No			
Creates a traffic-free cycle route which avoids the Sandbanks Road railway bridge	2	Yes			
Helps reduce congestion by encouraging a modal shift away from single occupancy car use	2	Yes			
Just because it has been open to motorised vehicles up until now does not mean it should stay that way	2	Yes			
Will enable a boardwalk or raised platform to be installed at the bridge to mitigate against flooding	2	Yes			
Could reduce road maintenance costs	1	No			
Deters anti-social vehicle noise e.g., playing loud music	1	Yes			
Less noise	1	Yes			
Low cost and simple measure	1	Yes			
Provides an alternative cycle route away from the promenade which is frequented by pedestrians	1	Yes			
Supports regeneration and businesses	1	Yes			

Sub-theme			Sub-item		
Description	Mentions	New theme?		Mentions	New theme?
Survey results published by Ipsos on 4 April 2022 showing public backing for actions by the government to encourage cycling and usage of public transport	1	Yes			
The council's Transforming Travel initiative will mitigate displaced traffic	1	Yes			
Whitecliff Road at Keyhole Bridge sits on former marsh land meaning that water inherently pools in this location during high tide even on days without precipitation. The railway embankment only compounds this. Consequently, the road is prone to greater levels of wear and tear than normal and continuing to allow access to motorised vehicles will simply exacerbate this further	1	Yes			

Table 5 – Sub-themes and sub-items for 'Consultation process' main theme

Sub-theme			Sub-item		
Description	Mentions	New theme?		Mentions	New theme?
Reaction to draft decision published on 15 January 2021 and / or final decision published on 28 January 2021	7	No	Economic and delay assessment that was used to justify the removal of the closure is flawed since the size of most vehicles today exceeds the width restriction at Keyhole Bridge	2	Yes
			Oppose	2	No
			Air quality argument for removing the closure was based on supposition - no measurements were actually taken	1	Yes
			Congestion and delay assessment that was used to justify the removal of the closure exaggerated the traffic impact and was unrepresentative since it was based on the closure of Poole Park to motorised vehicles in 2016 which occurred at a different location	1	Yes
			Economic and delay assessment that was used to justify the removal of the closure may be overblown given figures published on 9 February 2022 as part of the annual TomTom Traffic Index	1	Yes
			Economic impacts relating to increased congestion and journey times are no longer representative owing to recent societal changes. Proliferation of hybrid working coupled with a greater scrutiny on environmental and health impacts alongside rising fuel costs, means that long-term behavioural change is transpiring, with a modal shift from private car use towards more sustainable travel options	1	Yes
Comments about groups supporting a closure	6	Yes	Transport Technical Report dated 31 March 2022[4] produced by KMC Planning Limited on behalf of Keyhole Bridge Group is biased because the publisher has been paid by their client to produce it	2	Yes
			Concern that Keyhole Bridge Group will stir up support for the closure in a manner that is not balanced or fair	1	Yes
			Concur with written submissions from BH Active Travel and Keyhole Bridge Group	1	Yes
			Cycle lobby are exaggerating safety concerns so they can further their vested interests	1	Yes
			Vested interests of local residents to increase their property value and / or private amenity by making Whitecliff Road a de-facto cul-de-sac	1	Yes
Consultation map	4	Yes	Incorrectly shows National Cycle Network Route 25 passing through Keyhole Bridge	4	Yes
			Blue dotted lines are not designated cycle routes	1	Yes
Comments about groups opposing a closure	3	Yes	Some council officers seem to prioritise traffic flow above other considerations	2	Yes
			Some councillors are pampering to car drivers in order to win votes	2	Yes
			Harassment and intimidation from some towards those who support the closure and other similar schemes, deterring people from making their views known	1	Yes
BCP traffic counts undertaken in August and September 2020 at the junction of Whitecliff Road / Twemlow Avenue are unrepresentative because behavioural change owing to the trial closure at Keyhole Bridge had yet to bed in. This means the counts underestimate the number of cyclists and pedestrians which benefited from the ETRO	2	Yes			
Initial consultation did not make clear to respondents that a width restriction existed	2	Yes			
Results from initial consultation process demonstrate widespread support for the closure	2	Yes			

[4] For further information please refer to the section of this report labelled **Other representation received**.

Sub-theme			Sub-item		
Description	Mentions	New theme?		Mentions	New theme?
Concern that children have been inadequately informed and engaged in the consultation	1	Yes			
Consultation material for the review needs to mention the existing width restriction	1	Yes			
Local authority consultations such as this tend to draw extreme views from both sides of the debate and there is a need for independent polling to determine what the local consensus is	1	Yes			
Online questionnaire for the review contains questions which are aimed at those using the bridge and do not take into account those not using the bridge due to safety concerns	1	Yes			
The review is not neutral and asks people wishing to prioritise walking and cycling through Keyhole Bridge to respond	1	Yes			

Table 6 – Sub-themes and sub-items for 'Disadvantages of closing Keyhole Bridge to motorised vehicles' main theme

Sub-theme			Sub-item		
Description	Mentions	New theme?	Description	Mentions	New theme?
Unnecessary	12	No	No issues with the previous arrangement before ETRO/2	12	No
			Insufficient number of cyclists, pedestrians or motor vehicles to warrant the closure	3	No
			Narrow carriageway and lack of visibility act as a self-enforcing traffic calming feature	3	No
			Roads within Poole Park are already closed to motorised vehicles between 6am and 10am Mondays to Saturdays	2	Yes
			Changes to the Highway Code introduced on 29 January 2022 mean cyclists and pedestrians have legal priority over motorised vehicles	1	Yes
Displaced traffic onto surrounding roads	8	No	Congestion	6	No
			Pollution	4	No
			Longer journeys for motorised vehicles in terms of distance and / or time	3	No
			Sandbanks Road	2	No
			Configuration of the Orchard Avenue / Sandbanks Road junction is unsuitable from the perspective of capacity and / or safety in becoming the default eastbound exit for motorised vehicles from Poole Park	1	Yes
			Orchard Avenue / Twemlow Avenue	1	No
Cyclist behaviour at the closure point	5	No	Speeds	5	No
			Not giving way to / near misses with pedestrians	4	No
Cycling is not a viable replacement for motorised vehicles	3	No			
Makes it harder for the elderly / disabled to access the park	2	No			
Pedestrians at the closure point not sharing the space walking 2-4 abreast	2	Yes			
Railway bridge on Sandbanks Road cannot accommodate the displaced traffic from Keyhole Bridge because it is not wide enough for two-way traffic movements	2	Yes			
Since the road is adopted highway and its maintenance is funded through vehicle excise and fuel duty, it would be unfair to ban drivers from using it	1	Yes			
Unfair on those who do not live near the park	1	No			

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Table 7 – Sub-themes and sub-items for 'Pre-existing concerns / matters not directly related to the scheme' main theme

Sub-theme			Sub-item		
Description	Mentions	New theme?	Description	Mentions	New theme?
Other active travel schemes introduced as part of the Active Travel Fund	5	Yes	Consultations for the other schemes should be re-opened to take account of changing societal attitudes	1	Yes
			ETRO/1 on Poole Quay and the Lower High Street	1	Yes
			Initiatives introduced by other local authorities	1	Yes
			Portfolio Holder decisions for the ETROs on Birds Hill Road, Churchfield Road and Tatnam Road did not cite any evidence of increased traffic on surrounding roads	1	Yes
Removal / re-profiling of the raised tables in Poole Park as part of the access improvement works have resulted in increased traffic speeds	2	Yes			
Transforming Cities Fund programme	2	No			
Whitecliff Park walking and cycling improvements	2	Yes	An alternative alignment should be pursued away from the promenade and parallel to the railway line	2	Yes
			Closing Keyhole Bridge to motorised vehicles will make this scheme redundant	1	Yes
			Proposals are dangerous, posing a risk to pedestrians	1	Yes
Behaviour of cyclists	1	No	Riding in areas where they should not be i.e., footways and pedestrianised areas	1	No
Carriageway and footway surface on Whitecliff Road between Keyhole Bridge and Twemlow Avenue is in a state of disrepair	1	Yes			
Holes Bay roundabout toucan crossing	1	Yes			
Many of the railway bridges across the conurbation in their current configuration provide inadequate widths for cycling and walking infrastructure	1	Yes	Archway Road railway bridge was made one-way to increase footway width	1	Yes
			Coy Pond Road railway bridge has a modal filter prohibiting motorised vehicles	1	Yes
			The southernmost railway bridge on Bourne Valley Road includes a chicane and cycle lane	1	Yes
Poole Park Railway	1	Yes			

Table 8 – Sub-themes and sub-items for 'Query' main theme

Sub-theme			Sub-item		
Description	Mentions	New theme?	Description	Mentions	New theme?
Existing Traffic Regulation Order at Keyhole Bridge	4	Yes	Enforcement of moving Traffic Regulation Orders	2	Yes
			Copy of the Traffic Regulation Order	2	Yes
			Description used in the Traffic Regulation Order to reference the location	1	Yes
			Does the width restriction apply to the width of a vehicle with its external rear-view mirrors?	1	Yes
			What is the restriction and how does it work in practice?	1	Yes
Keyhole Bridge Review	3	Yes	How will the consultation take place?	2	Yes
			Consultation period and how to comment	1	Yes
			Payment of Claimant's costs	1	Yes
			Possibility of further legal action	1	Yes
			What was the outcome from the High Court Ruling?	1	Yes
Assessments undertaken during the initial trial	1	Yes	Air quality	1	Yes
			Economic impact	1	Yes
How do I report highway concerns?	1	Yes	Overhanging vegetation	1	Yes
Local Cycling and Walking Infrastructure Plan	1	Yes			
Traffic monitoring to assess the impact of displaced traffic on surrounding roads	1	No			
Was the behaviour patterns of motorists affected by ETRO/2 investigated?	1	Yes			
What are the numbers of motorised vehicles using the bridge?	1	Yes			

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Table 9 – Sub-themes for 'Alternative measures' main theme

Sub-theme		
Description	Mentions	New theme?
Install bollards six foot apart at Keyhole Bridge to create a self-enforcing width restriction	2	Yes
Build a new cyclist and pedestrian underpass	1	Yes
Closing the road within Poole Park to motorised vehicles	1	No
Camera enforcement of the existing width restriction	1	Yes
Improved signage at the bridge	1	No
Install traffic signals at Keyhole Bridge with priority phases for cyclists and pedestrians	1	Yes
Introduce a toll at Keyhole Bridge	1	Yes
Widen Keyhole Bridge	1	Yes

Table 10 – Sub-themes for 'Complementary measures' main theme

Sub-theme		
Description	Mentions	New theme?
Create turning heads on both approaches to the bridge	2	No
Install a boardwalk for non-motorised users so the route is passable when flooding occurs	2	Yes
Upgrade drainage at the bridge to minimise water accumulation	2	No
Additional planters / revised arrangement at the closure point to slow down cyclists	1	No
Erect new signage	1	Yes
In light of the new Road User Hierarchy in the Highway Code, all railway bridges across the conurbation need to be reassessed in terms of suitability of their existing configurations for cycling and walking infrastructure	1	Yes
Mandatory cycle lanes needed on Sandbanks Road between the junctions with Turks Lane and Whitecliff Road as currently there is a gap in provision	1	Yes
Reconfigure or remove the Civic Centre gyratory to improve traffic flow	1	Yes
Requirement for cyclists to dismount at the closure point	1	No
Resurface Whitecliff Road	1	No

Table 11 – Sub-themes for 'Other form of representation submitted'[5] main theme

Sub-theme		
Description	Mentions	New theme?
Transport Technical Report dated 31 March 2022 produced by KMC Planning Limited on behalf of Keyhole Bridge Group which argues that there is a positive net present value of permanently closing Keyhole Bridge to motor vehicles, contrasting the economic assessment undertaken in the Portfolio Holder final decision published on 28 January 2021	4	Yes
Bicycle camera footage dated 23 March 2022 4.54pm allegedly showing three motorised vehicles infringing the width restriction at Keyhole Bridge	1	Yes
Bicycle camera footage dated 23 March 2022 4.55pm allegedly showing vehicles approaching the bridge at speed, a close pass when a vehicle overtook a mobility scooter with an oncoming cyclist and oversized vehicles disobeying the width restriction	1	Yes
Bicycle camera footage dated 23 March 2022 4.56pm allegedly showing drivers not giving pedestrians priority at the bridge, traffic volumes and vehicles sat idling whilst giving way at the bridge	1	Yes
Flood Risk Report dated 27 December 2021 undertaken by Keyhole Bridge Group which alleges that appropriate mitigation could only be implemented by closing the bridge to motorised vehicles	1	Yes
Respondent undertook their own informal pedestrian and cyclist count on 4 March 2021	1	Yes
Photos with unspecified date showing vehicles allegedly contravening the width restriction at Keyhole Bridge	1	Yes
Traffic surveys undertaken by Keyhole Bridge Group on 8 March 2022 and 18 March 2022 allegedly demonstrating that the majority of vehicles passing through Keyhole Bridge were in contravention of the width restriction	1	Yes

Table 12 – Sub-themes for 'Respondent has changed their mind since the initial ETRO consultation' main theme

Sub-theme		
Description	Mentions	New theme?
Previously was against the closure - now in favour	1	Yes

[5] For further information please refer to the section of this report labelled **Other representation received**.

Other representation received

A handful of written representation also included additional files alongside their written comments. In alphabetical order, these files ranged from:

- cyclist and pedestrian count
- flood risk report
- photographs
- traffic surveys
- transport technical report
- video footage.

Each of these files were included in the statistical analysis and coded as part of the thematic analysis. However, to better understand their context, this section discusses them further.

Keyhole Bridge Group submitted five files. Three of these are included in this chapter since they authored or commissioned them. The remaining two files were copies of documents produced by other third parties. They are mentioned in **Table 4** and are as follows:

- Poole Park Life Evaluation Report November 2021 (see **Appendix B – Poole Park Life Evaluation Report November 2021**)
- Traffic Management Act 2004: network management to support active travel, Updated 1 April 2022.

In accordance with the Data Protection Act 2018 (the UKs implementation of the General Data Protection Regulation (GDPR)), personal data has been redacted from these files where required. Redacted items include faces, names and vehicle registration numbers. The upcoming sub-sections specify which information has been redacted for each file type.

Council officers have not independently verified the veracity of these files. Therefore, they should be considered carefully along with all other written representation which has been received.

Cyclist and pedestrian count

One respondent undertook their own cyclist and pedestrian count on 4 March 2021 between 6.30am and 9.30am. A copy of their results is included in **Appendix C – Cyclist and pedestrian count undertaken by a respondent**. No details have been redacted.

Based on data collected, they allege that:

- from Twemlow Avenue to Poole Park there was:
  - 7 adult pedestrians
  - 25 cyclists.
- from Poole Park to Twemlow Avenue there was:
  - 1 adult pedestrian
  - 1 cyclist
  - 8 vehicles.

- From Keyhole Bridge to Poole Park there was:
    - 189 adult pedestrians
    - 5 child pedestrians
    - 1 pedestrian with a pushchair
    - 42 cyclists.
- From Poole Park to Keyhole Bridge there was:
    - 166 adult pedestrians
    - 8 child pedestrians
    - 2 pedestrians with pushchairs
    - 14 cyclists
    - 1 mobility scooter.

Flood Risk Report

Keyhole Bridge Group produced their own report setting out concerns regarding flooding at Keyhole Bridge. The report is included within **Appendix D – Keyhole Bridge Group Flood Risk Report** (no details have been redacted) and argues that:

- the bridge floods regularly for several days due to a combination of:
    - high tide heights in Poole Harbour
    - extreme rainfall events
    - a combination of moderate tide heights and rainfall
    - any of these combined with a strong south-westerly wind.
- flooding is exacerbated by
    - the sluice gate drainage system between Baiter and Poole Park
    - the low road level at the bridge
    - lack of drainage at the bridge.
- flooding could worsen further due to climate change and rising seas levels
- when Keyhole Bridge floods
    - there are alternative routes for motorised vehicles to access Poole Park which do not increase journey time or distance
    - cyclists and pedestrians are faced with a detour equating to between 15- and 20-minutes creating inequalities particularly for those with disabilities.
- an easier and more cost-effective solution to the flooding could be found if the bridge was closed to motorised vehicles.

Photographs

One respondent submitted six photos taken on an unspecified date. These are included below across: **Figure 4**; **Figure 5**; **Figure 6**; **Figure 7**; **Figure 8**; and **Figure 9**. Figure titles are based on information by the respondent and do not represent any interpretation from the council. Vehicle registration numbers have been redacted.

Figure 4 – Photograph 1 showing a vehicle allegedly contravening the width restriction at Keyhole Bridge

Figure 5 – Photograph 2 showing a vehicle allegedly contravening the width restriction at Keyhole Bridge

Figure 6 – Photograph 3 showing vehicles allegedly contravening the width restriction at Keyhole Bridge

Figure 7 – Photograph 4 showing vehicles allegedly contravening the width restriction at Keyhole Bridge

Figure 8 – Photograph 5 showing vehicles allegedly contravening the width restriction at Keyhole Bridge

Figure 9 – Photograph 6 showing vehicles allegedly contravening the width restriction at Keyhole Bridge

Traffic surveys

Keyhole Bridge Group undertook their own traffic surveys on 8 March 2022 and 18 March 2022. A copy of their results along with Traffic Order information they collated is included within **Appendix E – Keyhole Bridge Group traffic survey**. Names and vehicle registration numbers have been redacted.

Based on data collected, they claim that:

- on 8 March 2022 between 4.20pm and 5.19pm, 180 vehicles passed through Keyhole Bridge, 100% of which had a width which exceeded the width restriction
- on 18 March 2022 between 3.37pm and 4.20pm, 119 vehicles passed through Keyhole Bridge, 100% of which had a width which exceeded the width restriction.

Transport Technical Report

KMC Planning Limited were commissioned by Keyhole Bridge Group to produce a transport review to support the case for permanently closing Keyhole Bridge to motorised vehicles. A copy is included in **Appendix F – KMC Planning Limited Transport Technical Report**. The report is 26 pages long and is structured into five chapters:

- introduction
- a review of local and national policy
- safety considerations in relation to Highway Code changes that came into effect on 29 January 2022
- an assessment looking at the Active Travel Economic Case to establish the Net Present Value (NPV) of closing Keyhole bridge to motorised vehicles across the Department for Transport's standard 20-year appraisal period
- summary and conclusions.

Ultimately, the report argues that closing Keyhole Bridge to motorised vehicles:

- aligns with local and national policies
- addresses existing road safety concerns
- delivers a forecasted NPV of £8,465,948 over a 20-year period, consisting of:
    - +£10,400,417 worth of benefits from increased active travel
    - -£1,934,469 worth of disbenefits to motorists from increased congestion and delay.

The report also claims that the Decision Impact Assessment (DIA) produced by BCP Council on 22 October 2020 wrongly classified the overall impact of re-opening Keyhole Bridge to traffic.

Video footage

One respondent submitted three videos containing bicycle camera footage dated 23 March 2022. Plainly, it's difficult to integrate these into a traditional report. Therefore, ten screenshots have been taken to illustrate the points being made and are provided below across: **Figure 10**; **Figure 11**; **Figure 12**; **Figure 13**; **Figure 14**; **Figure 15**; **Figure 16**; **Figure 17**; **Figure 18**; and **Figure 19**. Figure titles are based on information by the

respondent and do not represent any interpretation from the council. Faces and vehicle registration numbers have been redacted. Copies of the original footage have been made available internally to the Portfolio Holder for Sustainability and Transport.

Figure 10 – Screenshot 1 allegedly showing motorised vehicles queuing on the northern approach to Keyhole Bridge

Figure 11 – Screenshot 2 allegedly showing a motorised vehicle infringing the width restriction at Keyhole Bridge

Figure 12 – Screenshot 3 allegedly showing motorised vehicles infringing the width restriction at Keyhole Bridge

Figure 13 – Screenshot 4 allegedly showing a close pass when a motorised vehicle overtook a mobility scooter with an oncoming cyclist on the northern approach to Keyhole Bridge

Figure 14 – Screenshot 5 allegedly showing oversized vehicles disobeying the width restriction at Keyhole Bridge

Figure 15 – Screenshot 6 allegedly showing an oversized vehicle disobeying the width restriction at Keyhole Bridge

Figure 16 – Screenshot 7 allegedly showing an oversized vehicle disobeying the width restriction at Keyhole Bridge

Figure 17 – Screenshot 8 allegedly showing a driver not giving a pedestrian priority at Keyhole Bridge

Figure 18 – Screenshot 9 allegedly showing a driver not giving a pedestrian priority at Keyhole Bridge

Figure 19 – Screenshot 10 allegedly showing high traffic volumes at Keyhole Bridge

Automatic Traffic Count data

Outline

The council has a series of permanent Automatic Traffic Counters (ATCs) on various classified[6] roads across the conurbation. ATCs use inductive loops embedded beneath the carriageway to record vehicle movements. These loops are demarcated by square shaped lines in the road.

Site ID 127 is the closest ATC to Keyhole Bridge with a range of available data. It is situated on Sandbanks Road adjacent to Whitecliff Harbourside Park, between the junctions with Whitecliff Road and Wedgewood Drive.

Traffic volume data has been extracted from this ATC site to understand historical changes. Site 127 currently has 15 years' worth of data spanning from 2005 to 2022. It should be noted that owing to technical difficulties, data is unavailable for 2016, 2017 and 2019. Furthermore, data in 2020 and 2021 is deemed to be unrepresentative owing to the impact on travel patterns caused by lockdown restrictions and other public health measures associated with the COVID-19 pandemic.

Methodology

Traffic volumes combining both directions of travel were analysed across two forms of data:

- Average Annual Daily Traffic (AADT)
- Multi-day volumes (MDVs).

AADT

AADT is a measure of the typical 24-hour traffic volume on a road for a particular year. It is a widely used indication of how busy a road is. AADT data was assessed to determine the:

- changes over time (both absolute and relative)
- mean
- standard deviation
- coefficient of variance.

Standard deviation illustrates the extent to which data is spread out around the mean. Coefficient of variance represents the ratio of the standard deviation relative to the mean. It is one way to ascertain whether a standard deviation is high or not.

Data for 2020 and 2021 was excluded from the statistical analysis to provide a meaningful comparison.

[6] Classified roads consist of A, B and C roads. C roads are those which connect A or B roads with one another. The National Street Gazetteer catalogues road classification via an interactive map and a list of streets.

MDVs

In contrast to AADT, MDVs is a more disaggregated dataset, showing traffic volumes across a set number of days. At the time of writing, the latest available MDVs was for a 22-day period in May 2022 (1 May – 22 May). Data for an equivalent time period prior to the COVID-19 pandemic was most recently captured in 2018 (1 May – 22 May).

These two 22-day periods were considered to contain representative data suitable for comparison because:

- both encompassed school term time (May half-term holiday for the two respective years was 30 May 2022 – 3 June 2022 and 28 May 2018 – 4 June 2018)
- self-isolation rules were formally relaxed on 1 April 2022 following the publication of the government's plan to live with and manage COVID-19 on 21 February 2022, meaning that traffic flows were essentially back to normal
- floating public holidays / school holidays during the Easter period meant April 2022 and 2018 lack comparable dates containing representative data.

Sifting of the two 22-day periods was undertaken to ascertain representative weekdays and weekends. The days selected are shown in **Table *13*** below.

Table 13 – Days selected for MDV comparison

	2022	2018
Weekdays selected for comparison	Wednesday 4 May	Wednesday 2 May
	Wednesday 11 May	Wednesday 9 May
	Wednesday 18 May	Wednesday 16 May
Weekend days selected for comparison	Saturday 14 May	Saturday 12 May
	Saturday 21 May	Saturday 19 May

Wednesdays were considered to be most representative of average weekday traffic volumes across the two time periods. Typically, Mondays and Fridays are prone to being influenced by weekend related trip patterns. However, since the adoption of hybrid working by some post COVID-19, it has been questioned whether such trip behaviour has spread into Tuesdays and Thursdays. Recent articles in the press have alleged that Thursday is the new Friday as employees travel to the office for core mid-week days. Whilst evidence to validate these claims is still in its infancy, there is palpably a level of uncertainty. Consequently, for now Wednesdays appear to offer the most robust assessment conditions.

Saturdays were considered to be most representative of average weekend days. This is because they are not subject to Sunday trading laws. Additionally, there seems to be a prevalence for more recreational activities / sporting events occurring on Saturdays compared to Sundays. For example, a larger proportion of football matches across the English football league system tend to take place on a Saturday. It should be noted that the Saturdays in **Table *13*** were specifically selected to avoid the Early May bank holiday which occurred on 3 May 2022 and 7 May 2018 respectively.

Analysis consisted of three distinct 24-hour comparisons across a weekday, weekend day and a 7-day average. The purpose of this was ascertain whether there were any discernible differences between different days of the week. Outputs included:

- the busiest AM and PM hours
- the 12-hour period 07:00 – 19:00 when most trips archetypally take place
- vehicles per minute to provide a rough indication of the relative change.

Results

Table 14 below summarises the results from the AADT assessment. **Table 15**, **Table 16** and **Table 17** summarise the results from the MDV assessment. The full datasets and analyses are included within **Appendix G – ATC Site 127 Sandbanks Road analysis**.

Table 14 – AADT comparison summary for ATC Site 127 Sandbanks Road

Year	AADT	Change from previous year	
		Quantity	%
2018	14483	-505	-3%
2020	11754	-2729	-19%
2021	11106	-648	-6%
2022[7] (comparison with 2018)	13978	-505	-3%
COVID-19 adjusted statistics (2005 to 2018 & 2022)[8] [9]			
Average	14144	-13	0.37%
Standard deviation	907	N/A	N/A
Coefficient of variance	0.06	N/A	N/A

Table 14 demonstrates that AADT on Sandbanks Road has fallen by 3% when comparing 2022 with 2018. This contrasts with the long-term average across 2005 to 2018 and 2022, when there was an increase of nearly 0.4%. Conceivably, the difference could be due to the fact that less than six months' worth of data has been collected so far this year. Alternatively, it could be an indication of behavioural change. However, because trip patterns are determined by a complex array of factors (one of which may be related to structural changes in the labour market), it is hard to determine any conclusions at this stage.

Nevertheless, a standard deviation of 907 indicates that the AADT values in the 2005 to 2018 and 2022 sample are subject to some limited dispersion around the mean. The AADT in 2022 is within two standard deviations of the sample mean, implying that the recorded traffic volume is fairly normal. Additionally, the 0.06 coefficient of variance signifies that relative to the mean the standard deviation is actually quite low. Consequently, AADT for 2022 so far can be considered representative.

[7] Partial AADT data because year is still to be completed.
[8] Change from previous year is based on comparison with 2018.
[9] Years with no data are excluded from the calculations.

Table 15 – Average weekday traffic volume comparison for ATC Site 127 Sandbanks Road

Time period	Average traffic volumes				
	Wednesday in first 22 days of May 2022	Wednesday in first 22 days of May 2018	Difference in 2022		
			Quantity	*%*	*Vehicles per minute*
AM peak hour	1253	1319	-66	-5%	-1.00
PM peak hour	1312	1319	-7	-1%	-0.12
07:00 – 19:00	12524	11921	603	5%	0.84
00:00 – 24:00	14707	14746	-39	0%	-0.03

Table 15 above highlights that on average for a typical weekday, total 24-hour traffic volumes on Sandbanks Road have remained relatively stable when comparing 2022 with 2018. What appears to have changed is when that traffic is travelling during the day. Traffic volumes seem to have:

- marginally decreased in both AM and PM peak hours suggesting a slight dispersion across daylight hours
- nominally increased during the 12-hour period spanning 07:00 – 19:00 insinuating that a little less are travelling overnight or in the early morning.

Table 16 – Average weekend day traffic volume comparison for ATC Site 127 Sandbanks Road

Time period	Average traffic volumes				
	Saturday in first 22 days of May 2022	Saturday in first 22 days of May 2018	Difference in 2022		
			Quantity	*%*	*Vehicles per minute*
AM peak hour	1113	1024	90	9%	1.49
PM peak hour	1170	1065	106	10%	1.76
07:00 – 19:00	11563	9889	1674	17%	2.33
00:00 – 24:00	14041	12731	1310	10%	0.91

Table 16 above shows that on average for a typical weekend day, total 24-hour traffic volumes on Sandbanks Road have increased by 10% when comparing 2022 with 2018, equating to one extra vehicle per minute. During the day this rise has been reflected in the peak hours as well as the 12-hour period 07:00 – 19:00.

Table 17 – Average 7-day traffic volume comparison for ATC Site 127 Sandbanks Road

Time period	7-day average		Difference in 2022		
	2022-05-01 to 2022-05-22	2018-05-01 to 2018-05-22	Quantity	%	Vehicles per minute
AM peak hour	1023	1103	-80	-7%	-1.33
PM peak hour	1239	1242	-3	0%	-0.05
07:00 – 19:00	12255	11883	372	3%	6.20
00:00 – 24:00	14476	14922	-446	-3%	-7.43

Table 17 above illustrates that across a 7-day average, total 24-hour traffic volumes on Sandbanks Road have fallen by 3% when comparing 2022 with 2018, corresponding to eight less vehicles per minute. However, it would appear that more of this lower volume is travelling between 07:00 – 19:00, excluding the peak hours. This reinforces the findings from **Table 15** and **Table 16** that traffic has become more dispersed during daylight hours and declined overnight / in the early morning.

Key findings

Overall, the results suggest that traffic volumes on Sandbanks Road in 2022 are broadly similar to those in 2018. Increases on certain days or during particular hours have been offset by declines at other times. Given the proximity of ATC Site 127 to Keyhole Bridge, its plausible that current traffic volumes on Whitecliff Road are also fairly alike to those in 2018.

ATC data during the time when the ETRO was trialled at Keyhole Bridge is unrepresentative owing to the impact of lockdown restrictions and other public health measures associated with the COVID-19 pandemic. Therefore, it cannot be determined with any level of certainty whether the ETRO resulted in an increase or decrease in motorised vehicles using Sandbanks Road.

Fundamentally, the caveat with any traffic survey data is that represents a snapshot of a period in time, a trait which is more pronounced for datasets covering only a selective number of days. Moreover, trip patterns are influenced by the complex interactions of a multitude of unquantifiable external factors. Consequently, fluctuations are an inherent characteristic of traffic volumes and past trends are no guarantee of future results.

Conclusions

Statistical analysis

During the 40-day review period, there were 81 items of written representation from 60 respondents, of which:

- 41 (68%) did not provide written representation during the initial ETRO consultation
- 19 (32%) did provide written representation during the initial ETRO consultation
- 4 (7%) were organisations as opposed to residents.

Levels of support for each option (based on the data in **Figure 2**) consisted of:

- 39 (71%) for **Option C** (permanently close Whitecliff Road at Keyhole Bridge to motor vehicles)
- 16 (29%) for **Option A** (leave Whitecliff Road open to all traffic through Keyhole Bridge)
- 0 (0%) for **Option B** (re-close Whitecliff Road at Keyhole Bridge to motor vehicles for a further trial period of six months using a new ETRO).

Thematic analysis

Altogether 188 themes were coded. Of these, 135 (71%) were new themes not raised by the written representation received during the initial ETRO consultation. This comprised of:

- 3 new main themes
- 62 new sub-themes
- 69 new sub-items.

Each of these new themes was highlighted as part of the **Thematic analysis** chapter of this report.

The top three new themes mentioned by respondents in this review are listed below in **Table 18** for each theme type from largest to smallest

The top three themes from the initial ETRO consultation mentioned by respondents in this review are listed below in **Table 19** for each theme type from largest to smallest.

Six new alternative measures and five new complementary measures were also suggested by respondents in this review. These are set out in **Table 20** below.

Table 18 – Top three new themes mentioned by respondents during this review

Main theme		Sub-theme		Sub-item	
Description	Mentions	Description	Mentions	Description	Mentions
Other form of representation submitted	7	Forms part of an integrated sustainable transport network	7	Vehicle sizes have become progressively larger meaning most vehicles passing through the bridge are contravening the width restriction	12
Only mentioned which option they supported and made no further comment	3	Comments about groups supporting a closure	6	Existing width restriction is not enforced	4
Respondent has changed their mind since the initial ETRO consultation	1	Other active travel schemes introduced as part of the Active Travel Fund	5	Incorrectly shows National Cycle Network Route 25 passing through Keyhole Bridge	4

Table 19 – Top three themes from the initial ETRO consultation mentioned by respondents during this review

Main theme		Sub-theme		Sub-item	
Description	Mentions	Description	Mentions	Description	Mentions
Advantages of closing Keyhole Bridge to motorised vehicles	51	Improves road safety	25	No issues with the previous arrangement before ETRO/2	12
Consultation process	23	Necessary	16	Bridge is too small for modern vehicles meaning it only suitable for cyclists and pedestrians	11
Disadvantages of closing Keyhole Bridge to motorised vehicles	15	Aligns with national / local policies	16	Motor vehicles do not give way to cyclists / pedestrians	9

Table 20 – New alternative and complementary measures mentioned by respondents during this review

Alternative measures	Complementary measures
Install bollards six foot apart at Keyhole Bridge to create a self-enforcing width restriction	Install a boardwalk for non-motorised users so the route is passable when flooding occurs
Build a new cyclist and pedestrian underpass	Erect new signage
Camera enforcement of the existing width restriction	In light of the new Road User Hierarchy in the Highway Code, all railway bridges across the conurbation need to be reassessed in terms of suitability of their existing configurations for cycling and walking infrastructure
Install traffic signals at Keyhole Bridge with priority phases for cyclists and pedestrians	Mandatory cycle lanes needed on Sandbanks Road between the junctions with Turks Lane and Whitecliff Road as currently there is a gap in provision
Introduce a toll at Keyhole Bridge	Reconfigure or remove the Civic Centre gyratory to improve traffic flow
Widen Keyhole Bridge	

Other representation received

A handful of written representation also included additional files alongside their written comments. In alphabetical order, these files ranged from:

- cyclist and pedestrian count
- flood risk report
- photographs
- traffic surveys
- transport technical report
- video footage.

ATC data

Traffic volume data was extracted from ATC site 127 on Sandbanks Road to understand historical changes. Site 127 is located adjacent to Whitecliff Harbourside Park and is the closest ATC to Keyhole Bridge with a range of available data.

A comparison of AADT data found that traffic volumes had fallen by 3% when comparing 2022 with 2018. Figures for the standard deviation and coefficient of variance of the sample period suggest that AADT for 2022 can be considered representative.

MDV comparisons found that when comparing 2022 with 2018 total 24-hour traffic volumes on Sandbanks Road have:

- remained relatively stable for a typical weekday
- increased by 10% (one extra vehicle per minute) for a typical weekend day
- fallen by 3% (eight less vehicles per minute) across a 7-day average.

Overall, the results suggest that traffic volumes on Sandbanks Road in 2022 are broadly similar to those in 2018. Given the proximity of ATC Site 127 to Keyhole Bridge, its plausible that current traffic volumes on Whitecliff Road are also fairly alike to those in 2018.

ATC data during the time when the ETRO was trialled at Keyhole Bridge is unrepresentative owing to the impact of lockdown restrictions and other public health measures associated with the COVID-19 pandemic. Therefore, it cannot be determined with any level of certainty whether the ETRO resulted in an increase or decrease in motorised vehicles using Sandbanks Road.

Overall summary

Figure *20* below summarises views about Keyhole Bridge from both the initial ETRO consultation and the 40-day review period. As shown, approximately two thirds of all respondents who chose to submit formal representation were in favour of permanently closing Whitecliff Road at Keyhole Bridge to motorised vehicles.

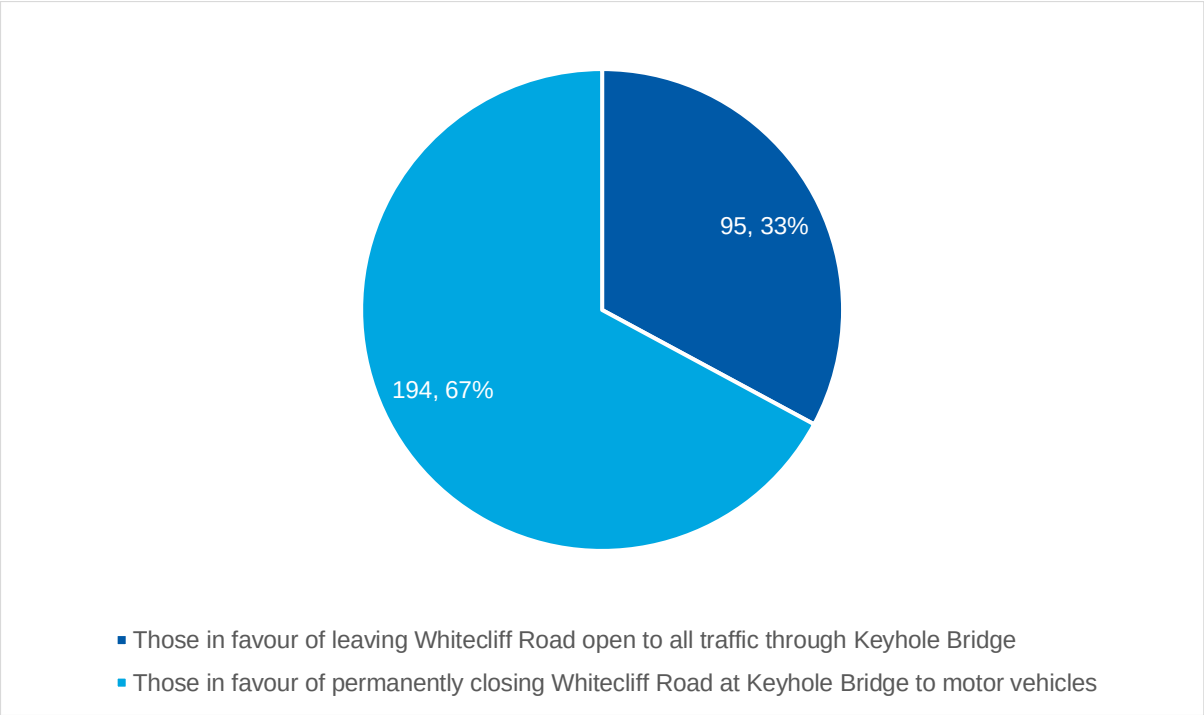


Figure 20 – Overall summary to identify levels of support expressed in the written representation from both the initial ETRO consultation and the 40-day review period

To avoid double counting, the statistics in **Figure 20** were derived as follows:

- those in favour of leaving Whitecliff Road open to all traffic through Keyhole Bridge consisted of:
  - 12 who did not provide written representation during the initial ETRO consultation and supported Option A in the 40-day review period
  - 83 who provided a written objection during the initial ETRO consultation.

- those in favour of permanently closing Whitecliff Road at Keyhole Bridge to motor vehicles consisted of :
    - 26 who did not provide written representation during the initial ETRO consultation and supported Option C in the 40-day review period
    - 168 who provided a written message of support during the initial ETRO consultation.

Appendices

Appendix A – Classification criteria

A broad range of views were submitted in regard to the Keyhole Bridge Review. The majority of written representation received was unequivocal. Some were noncommittal or mixed.

Owing to the nature of interpretation and its inherent subjectivity, there was the possibility that some correspondence could have been incorrectly classified. To counteract this, the control measure in place was to send out an acknowledgement confirming how the written representation had been categorised and the unique reference number it had been assigned. If a respondent disagreed or felt their feedback had been wrongly interpreted, they were able to reply and retrospective alterations to the classification could be made accordingly. The purpose of this was to ensure that views were not misrepresented. Additionally, it allowed for respondents to change their mind if they chose to.

Each message was reviewed on a case-by-case basis to determine its standpoint. Words, phrases and language used were assessed in their broader context rather than in isolation, to ensure feedback was fully considered and nuances accounted for. All messages received were considered in the consultation reporting process regardless of their classification.

Written representation was categorised into one of five types:

1. **Support for Option A –** correspondence which:
    - explicitly stated support for Option A
    - mentioned something similar to the notion that Whitecliff Road should remain open to all traffic through Keyhole Bridge.
2. **Support for Option B –** correspondence which:
    - explicitly stated support for Option B
    - mentioned something similar to the notion that Whitecliff Road at Keyhole Bridge should be re-closed to motor vehicles for a further trial period of six months using a new ETRO.
3. **Support for Option C –** correspondence which:
    - explicitly stated support for Option C
    - mentioned something similar to the notion that Whitecliff Road at Keyhole Bridge should be permanently closed to motor vehicles.
4. **Comment** – correspondence which did not indicate support or preference for one particular option
5. **Follow up message –** correspondence whereby:
    - the same person has communicated on more than one occasion
    - this could be via continuous or separate email chains or through the use of different email accounts
    - this approach avoids double counting the views of those who respond more than once but still captures any additional correspondence that takes place.
6. **Query –** correspondence which merely posed a question or requested further information.

Appendix B – Poole Park Life Evaluation Report November 2021

POOLE PARK LIFE EVALUATION REPORT

MIKE KING

NOVEMBER, 2021

Resources for Change Ltd
Directors: D Jones, S Sullivan, N Smith, M King
VAT number: 996 4504 72. Company Number 7310220.
Registered Address: Cwrt Isaf Farmhouse, Llangattock, Crickhowell, Powys NP8 1PH.

CONTENTS

The Evaluators would like to acknowledge the help of the Poole Park delivery team in supporting the evaluation process and to thank everyone who participated in the research.

INTRODUCTION

POOLE PARK LIFE

Poole Park is a late Victorian Public Park and is owned and managed by BCP Council. It lies just to the north-east of Poole Town Centre and was created on land
reclaimed from Poole Harbour. The Park covers an area of 43 ha, over half of this is water – a saline lagoon and two freshwater lakes.

The Park is incredibly popular and is intensively used by local communities as well as visitors from all over Southeast Dorset and beyond.

In 2017 it received a £2.7 million grant from the National Lottery Heritage Fund (NLHF) and with additional investment of £800,000 the 'Poole Park Life' park improvement project ran between August 2017 and August 2021 to implement the following vision:

To protect and enhance the historic landscape of Poole Park as a place of enjoyment, inspiration and reflection and a source of pride for all people of Poole, now and into the future.

DELIVERY THEMES

The delivery of the Poole Park Life project was split broadly into 6 themes,

- Access
    - Making the park more accessible and safer for a wider range of people
- Play
    - Improve the existing play areas and introducing a play landscape for all ages and abilities throughout the park.
- Heritage and Landscape
    - Restoring original features, enhancing their setting and ensuring Poole Park retains its original Victorian characteristics whilst improving the quality of the landscaping.
- Lakes and Lagoon
    - Better understanding the lakes, lagoon and related drainage which will lead to better informed management decisions and works that will improve water quality for people and wildlife.
- Geese and Wildlife
    - Seeking to control geese and wildfowl numbers within a park that is managed better for wildlife.
- The Future of Poole Park.
    - Ensuring a legacy for current a future users of the Poole Park

The delivery of these themes was designed to achieve several NLHF outcomes

NATIONAL LOTTERY HERITAGE FUND OUTCOMES

Difference for heritage:

- The Park or cemetery and its heritage will be better managed
- Heritage will be better interpreted & explained – improving peoples experience of heritage and enhancing their understanding
- Heritage will be identified/recorded – will be accessible to the public

Difference for people:

- People will have developed skills – informal learning and formal training
- People will have learnt about heritage – this will make a difference to them
- People will have volunteered time – enhanced well-being, new skills, increased confidence, a sense of purpose, a feeling of making a contribution to heritage and society.

Difference for communities

- Your local area/community will be a better place to live, work and visit
- More people and a wider range of people will have engaged with heritage

EVALUATION METHODOLOGY

The NLHF requires largescale funded projects to be independently evaluated to determine how well objectives and outcomes have been met and what can be learnt from the delivery of the project. Resources for Change (www.r4c.org.uk) was contracted in 2020 to undertake the evaluation and provide an end of project evaluation report.

Resources for Change adopted a participative evaluation approach, focusing on how the project's stakeholders and park users perceived how well the outcomes had been achieved and how effectively the project had been delivered. The evaluation method components were as follows:

- Stakeholder interviews
    - 20 interviews were undertaken in February and March 2021 with people who had been involved in the delivery of Poole Park Life including
        - helping to raise match funding for the project,
        - volunteering with the gardening work,
        - engaging students with activities and learning,
        - leading health walks,
        - attending stakeholder group meetings,
        - being a member of the Friends of Poole Park
        - regularly visiting and observing progress of the project work.
        - Provider of first aid.
        - Organising community engagement

- User Survey's
    - Online survey set to a wide range of interested parties, 106 respondents
    - Consultation stalls in the park, half Term week, June 2021, 180 respondents

- Output data review
    - Quantitative data linked to project outputs
- Impact case studies, researching two elements of the project in more depth
- Validation & reflections workshop
    - Ground truthing the evaluation findings with a range of stakeholders to identify lessons learnt and to help shape the conclusions

It should be noted that the evaluation took place before all elements of the project had been completed, particularly the drainage woks and installation of all the interpretation.

SEEKING A RANGE OF VIEWS

Figures 1-4 below illustrate that user survey element of the evaluation reached out to a wide range of people. These people were predominantly park users although there was a significant minority who had been involved in the park in other ways, as volunteers and event and training course attendees. All age groups were involved in the survey and whilst there were more females to males responding the ethnicity of those participating is largely in line with the profile of the Poole area.

Figure 1: Type of user

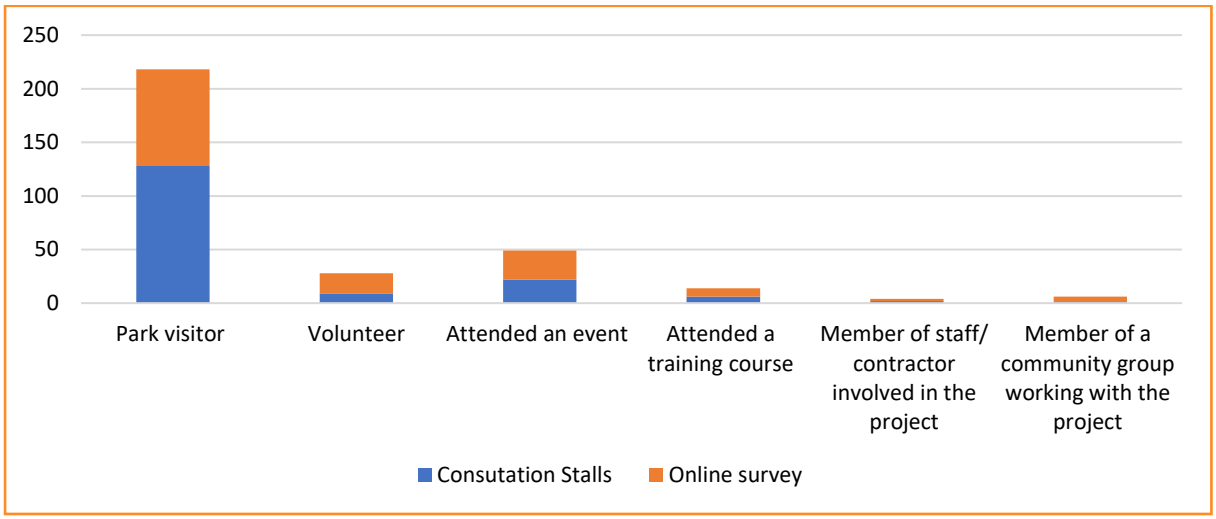


Figure 2: Age range

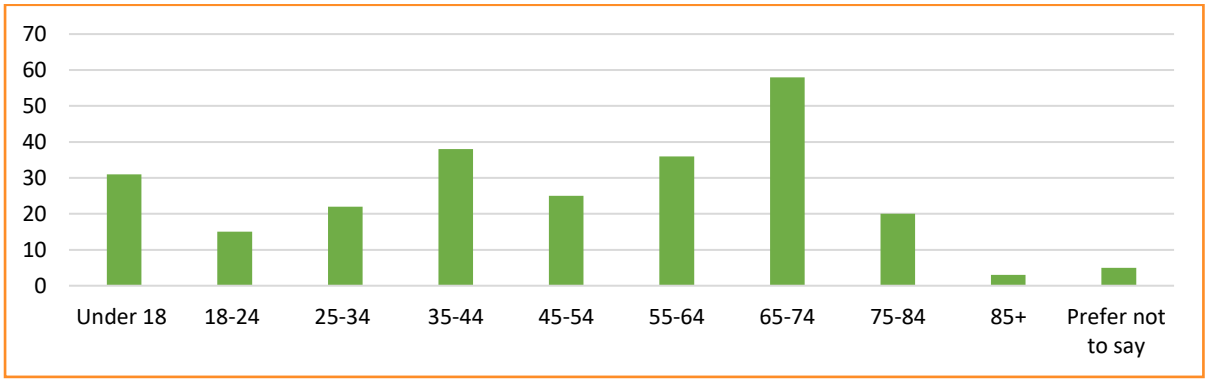


Figure 3: Gender

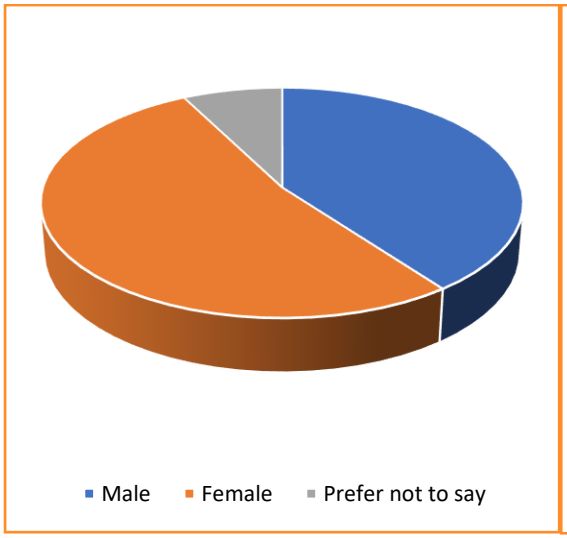
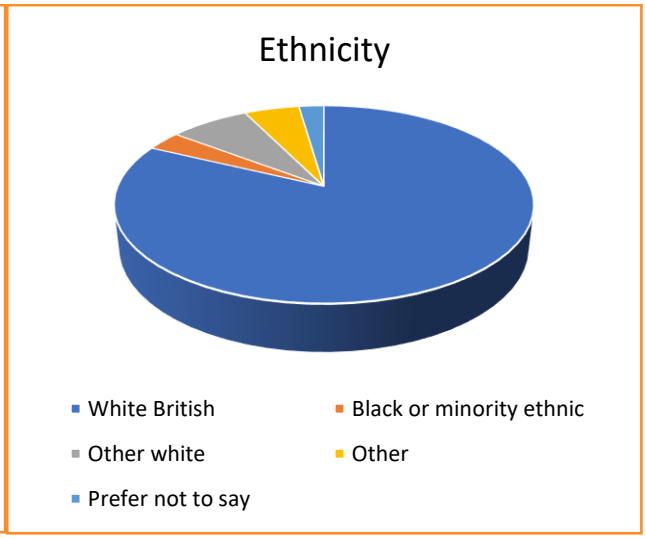


Figure 4: Ethnicity



EVALUATION FINDINGS

In this section we summarise the findings from the evaluation research, providing first the views of the stakeholders interviewed followed by the key findings from the two user surveys.

DELIVERY

STAKEHOLDER VIEWS

WHAT HAS BEEN DONE WELL

First a foremost stakeholders acknowledged that project was delivered to time and within budget in very challenging circumstances brought about by the Covid pandemic.

What stood out in our conversations with stakeholders was how well the project was managed. Those interviewed were keen to praise of the project management and communication. The efficient management of the contractors was also highlighted as something that was done well.

One summed the management by saying ‘’ *The project was very well run by. Good contractor management. Good public engagement. Overall, the Project was well received by the public*’’.

Other aspects of the good management included project communication and the social media. People mentioned the consultation – on site public events; attendance at walks; information provided through social media, email and a willingness of delivery team to be visible and to engage with the public.

The completion of the Rose Garden and the creation of the Quiet Gardens was highlighted as a significant achievement by the team.

Stakeholders involved directly in delivery felt that the wide range of activities was a real benefit as it provided variety in terms of the volunteer offer and the public interest in what was going on. This helped to generate support and good will for the project.

WHAT COULD HAVE BEEN DONE BETTER?

There was a general feeling from those directly involved in delivery that the project had tried to achieve too much and that some elements of the Activity Plan had not been delivered because of time and resource pressure. It was felt that although this situation was exacerbated by the Covid pandemic which made the delivery of certain elements more challenging it also reflects the perceived need to offer the funder 'a lot' in the hope of influencing their funding decision

There was some concern raised among the stakeholders about the way that the lottery proposal was put together and the allocation of funding. One stakeholder view was that the consultation and the project plan was already fixed before the public were consulted. They believed that 90% of the bid was not open to any consultation. Reference was also made to the amount of the project budget spent on revamping of the road. There was a feeling from a few stakeholders that money would have been better spent on pedestrian and cyclist access within the park, particularly around sorting the drainage issues near to the cricket pitch.

The cricket pitch and the frequent flooding of it and the surrounding paths was mentioned numerous times. Questions were asked if experts in drainage solutions have been commissioned to come up with solutions to this problem with one saying *''that I will be very disappointed if the project closes without the drainage being sorted.''*

In a similar vein another commented *"Path and road flooding throughout the park – seems to be worse. You cannot walk or run-on footpaths all the way from Park Gates/Copse Close around boating lake to Twemlow without stepping into road or getting your feet wet''.*

There was general feeling that through traffic should be further reduced in the park, if not eliminated, with one saying, *"It's a park not a road''*. Concern was expressed that not enough had been done for pedestrians and that many of the paths along the improved road and around the lake had not been improved.

Another stakeholder talked about the volunteers and how well managed they were but did add that providing tea and biscuits or some sort of refreshments for the volunteers would have been appreciated and might have encouraged some volunteers to return after their initial visit.

SURVEY FINDINGS

Questions about delivery were not asked in the 'In park' consultation stall survey as it was felt that most of the people taking part would be visitors. I was however addressed in the online survey. Here the results were somewhat mixed. There was a lot of positive feedback similar to that provided by the Stakeholders; well-managed, good communication, effective contract management. There was also negative comment about several issues that can be summarised as follows

The project having not addressed a number of long-standing issues in the way that the participants in the survey would have liked, primarily among these was the issues related to cars and parking. The evaluation team understand that there are and have been over a significant period a wide range of strongly held views on this topic. Poole Park Life set out to make improvements in this area but has clearly not satisfied everyone's aspirations and this was forcefully articulated in the feedback

The other set of negative comments were around relationships, particularly articulated by a small number of people who had pervious engagement in Poole Park and had found that the nature of this engagement had changed with the advent of the project. There was a feeling that perhaps this could have been handled better at the outset.

OUTCOMES AND IMPROVEMENTS

STAKEHOLDER VIEWS

All the stakeholders agreed that Poole Park Life had made significant and lasting improvements to the park. All stakeholder interviewed were positive about the quality of the restoration work carried out.

Of the many improvements mentioned, the dredging and restoration of the lagoon was highlighted as significant achievement, with one person explaining, *"Following the dredging of the lagoon, the ecology and the water quality have improved. There is now more invertebrates, crabs and sea bass. There is now a flushing regime around once a month. Previously there were algae blooms and swarms of midges. Regular flushing has stopped that happening. It's a real success story''*.

On the many other improvements one person summed it up succinctly by saying, *"the Quiet Garden, which is a totally new garden, the Rose Garden which was in a sorry state before the project started - it has now been transformed into a beautiful place. New trees have replaced the unhealthy ones''*.
Another said of the gardens *"The planting in Quiet Garden has been handled very well indeed. The planting is less formal and has a wilder, natural feel to it. The Rose Garden is good in that you can feel you are away from the constant traffic noise''*.

There was a general feeling that the park is much less cluttered and has a more naturalistic feel to the park without any loss of the Victorian charm. One person said *''The lighting is more traditional now and in keeping with a Victorian park''.*

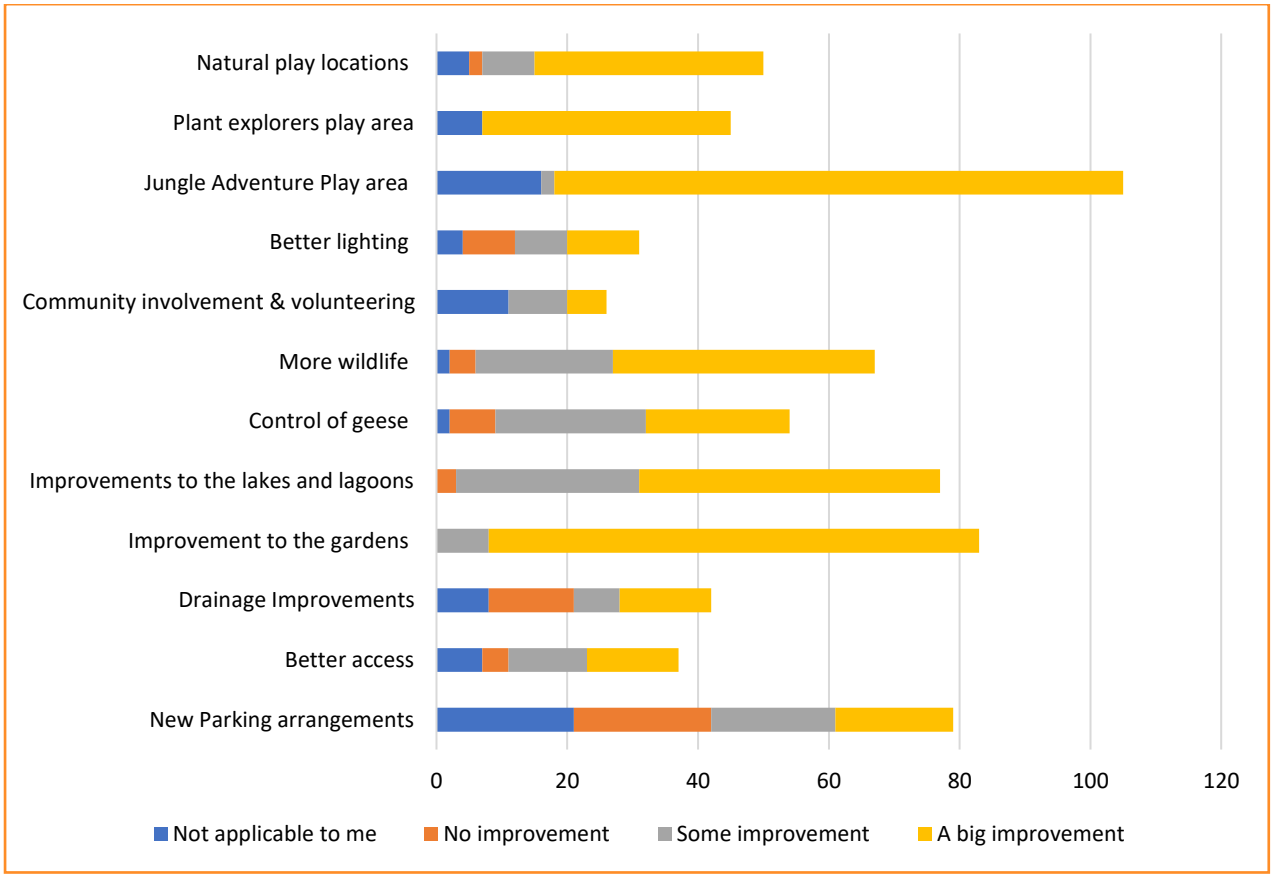
SURVEY FINDINGS

BIGGEST IMPROVEMENTS

People participating in the consultation stalls were asked to rate the key improvements that Poole Park Life had brought about, stating whether there had been a 'big improvement', 'some improvement', or 'no improvement'. The results are set out in figure 5 and show the two areas where people felt that there had been the biggest improvement was in the provision of new paly facilities and improvements to the gardens. The Jungle Adventure play area, which had recently been installed when the survey was being carried out is clearly a big success in most people's eyes and likewise other play facilities get the thumbs up as well. The gardens were also seen as a big project success, particularly the quiet garden, where people talked about a 'transformational' change for the better. The Environmental improvements made to lakes and lagoons resulting in more wildlife was also seen as a big improvement by many people.

The areas where people were less positive about the improvements made was around some of the infrastructure changes made, parking, lighting and drainage. Discussion with people at the consultation stall suggested that this was largely to do with differing views about what should be done (e.g., cars or no cars in the park) as apposed the quality of the work undertaken. The exception to this was the drainage works which had not been completed at the time the survey had been undertaken.

Figure 5: Opinions about improvements

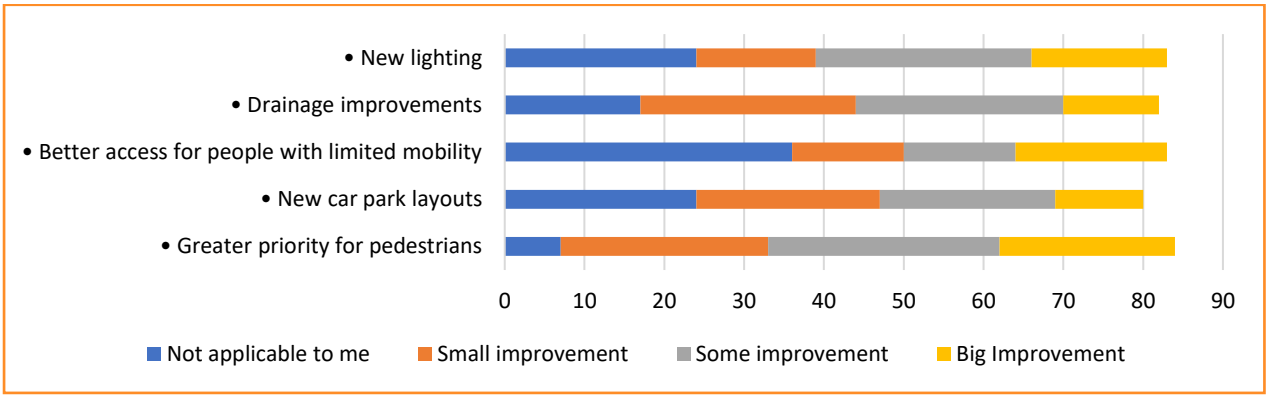


In the online users survey we were able to explore in more depth the improvements made under each project theme. A summary of findings is set out below.

IMPROVEMENTS FOR EACH THEME

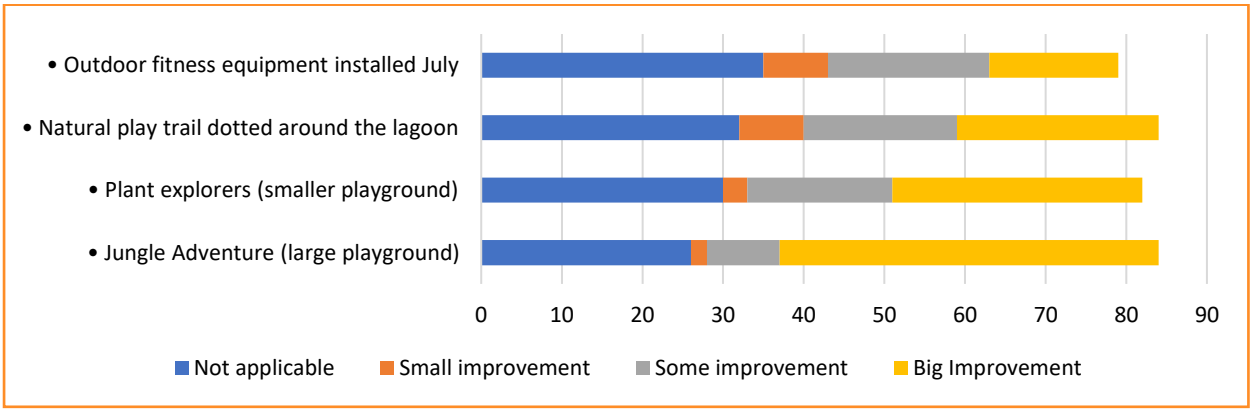
Regarding the **Access** theme the results echo those from the consultation stalls in that this is the area where the number of people considering 'Big Improvements' had been made was smallest and again, analysing the comments, this seems to come down to differing views as to what should have been done.

Figure 6: Access improvements



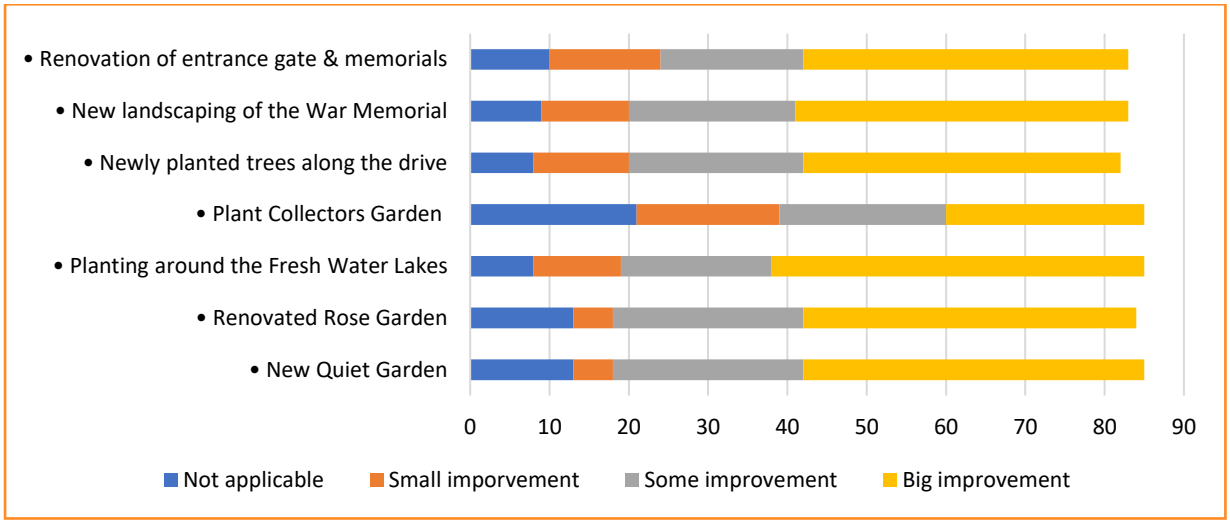
Again, the views about the **Play Improvements** from the participants undertaking the online survey is similar to the results of the consultation stalls, considering that the online survey was undertaken by an old age group. The play areas are ranked as 'Big Improvements' whilst the more specialised 'natural play' and 'fitness equipment' dotted around the park are still seen as an improvement but not as significant.

Figure 7: Play improvements



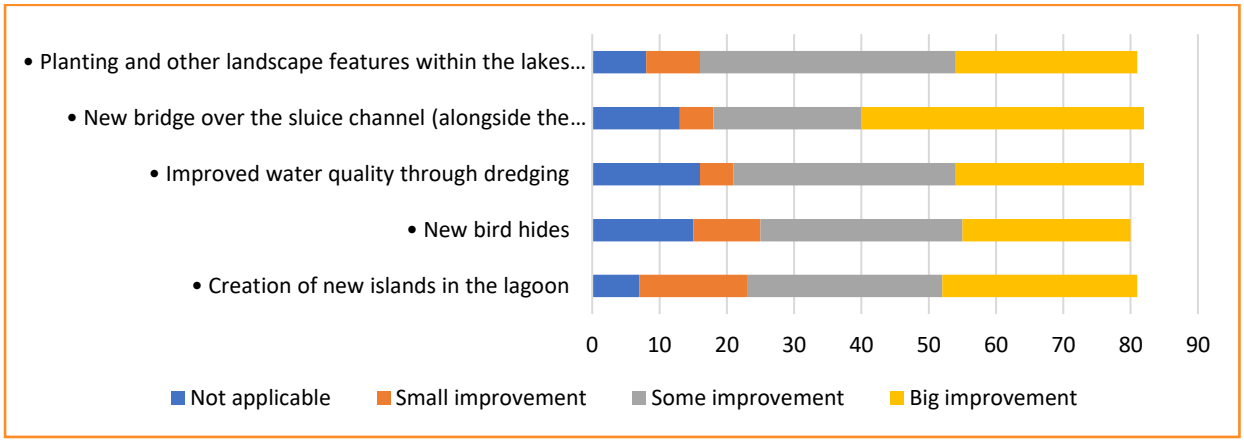
The online survey results were largely positive about the **Heritage and Landscape** improvements. Similar to the consultation stalls there was a lot of support for the new gardens, apart from the Plant Collectors Garden where comments suggested that fewer people had experienced this aspect as it was across the main entrance road from the rest of the park, and the work was not completed until after the survey had finished There was also some questions about whether plant collectors were the important theme for this garden when Poole had lots of other important people and events to commemorate. The planting around the lake and the new trees in the park were also seen as Big Improvement by as significant number of people.

Figure 8: Heritage and landscape improvements



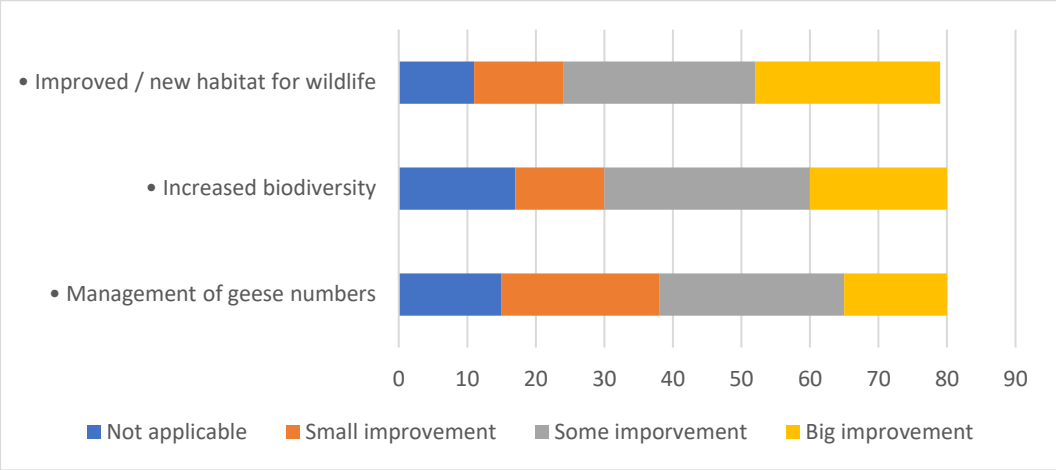
Whilst heritage and landscape improvements were largely viewed in a positive light the improvements made to the **lakes and lagoons** was viewed a little less so. Analysis of the comments suggest that this as again because of different opinions as to what should have been done and how it should have been carried out. For example, the new islands in the lagoon were largely welcome but their design was questioned as there was concern that ducklings and cygnets were not able to cope with the steep sides. Similarly, the siting and design of the bird hides were questioned but the new bridge over the sluice channel was seen as a big improvement.

Figure 9: Lakes and Lagoons



The number of people reporting 'Big Improvements' in the theme of **Geese and Wildlife** was relatively small and is perhaps related to the specialist nature of some of the wildlife gains. People recognised that wildlife habitats had been improved but their views on the impact of these was mixed, with some people reporting seeing certain type of wildlife, such as kingfishers, for the first-time whist others were concerned that the number of Swans had decreased. There was also a wider range of views about the management of geese numbers.

Figure 10: Geese and Wildlife Improvements



IMPACT

To gain an understanding of the impact the project had we asked several questions about 'what difference it had made'. In the surveys we asked about the difference that Poole Park Life project had made to the park and surrounding community, personal benefit derived from involvement in the project and use of the park and explored what people had learnt from being involved. We also asked people about the projects ambition of reaching a wider audience. The results are summarised below.

STAKEHOLDER VIEWS

Several of the stakeholders interviewed identified the personal benefits made to their lives with one person saying, *''It has helped with my depression – the colours in the park are a joy to look at''.*

The improvements to the gardens were highlighted as a success, particularly with the Quiet Garden being well laid out and designed well so that its more open for different users, such as those with disabilities. Another said *''It has made a positive difference to me - when I go out, I now often make a detour to walk through the park. I see more younger families in the park as well''.*

A walk leader said *"We have a regular walker in our group who has poor vision but can see colours (and smell flower scents), she delights in seasonal changes in planting and was very interested in the improvements – the wildflowers garden and the planting around the War Memorial were big hits with her"*

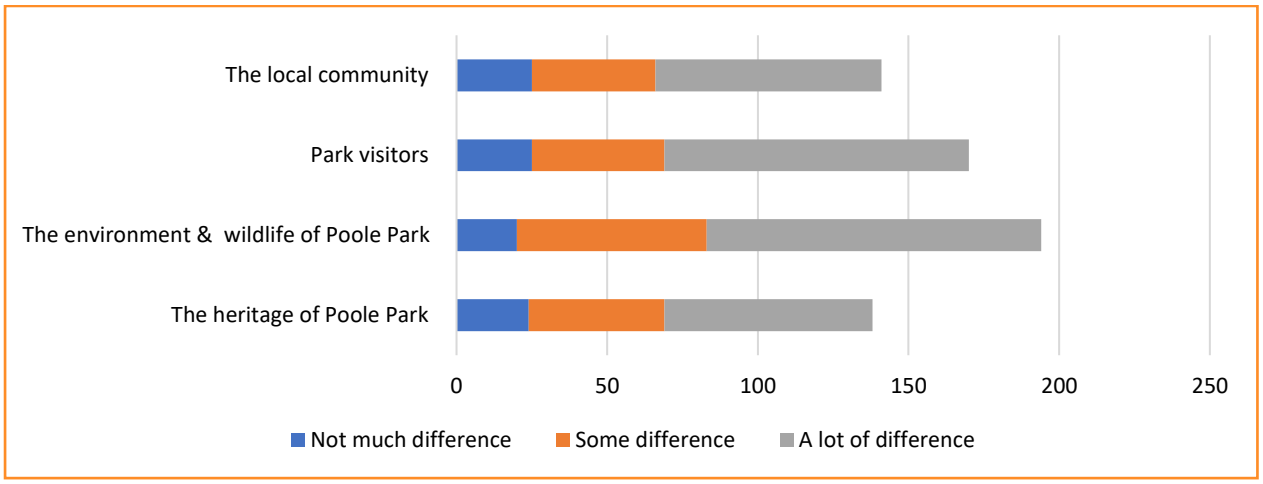
One stakeholder summed it up *''The Park has become more appealing for all generations - it is now a really pleasant place to visit. The Park has much more for people to interact with. It is great as there are different aspects to the park that people can engage with''.*

SURVEY FINDINGS

THE DIFFERENCE THE PROJECT HAS MADE

Both the online survey and the consultation stalls asked the participants to rate how much difference they felt Poole Park Life had made on the heritage, environment & wildlife, on Park Visitors and on the local community. Figure 11 sets out the results in each category 50% or more of the people undertaking the surveys felt that the project had made 'A lot of difference' and this was particularly so in the park visitors (59%) and Environment & Wildlife (57%) categories. There were several people in each category who felt that 'Not much difference' had been made, 17% for both 'Heritage' and 'The local community'. The comments from the online survey suggest that reasons for this are again related to the 'wrong things being do' or the 'wrong approach taken' which then impacts upon people's opinion of the value of what has been achieved.

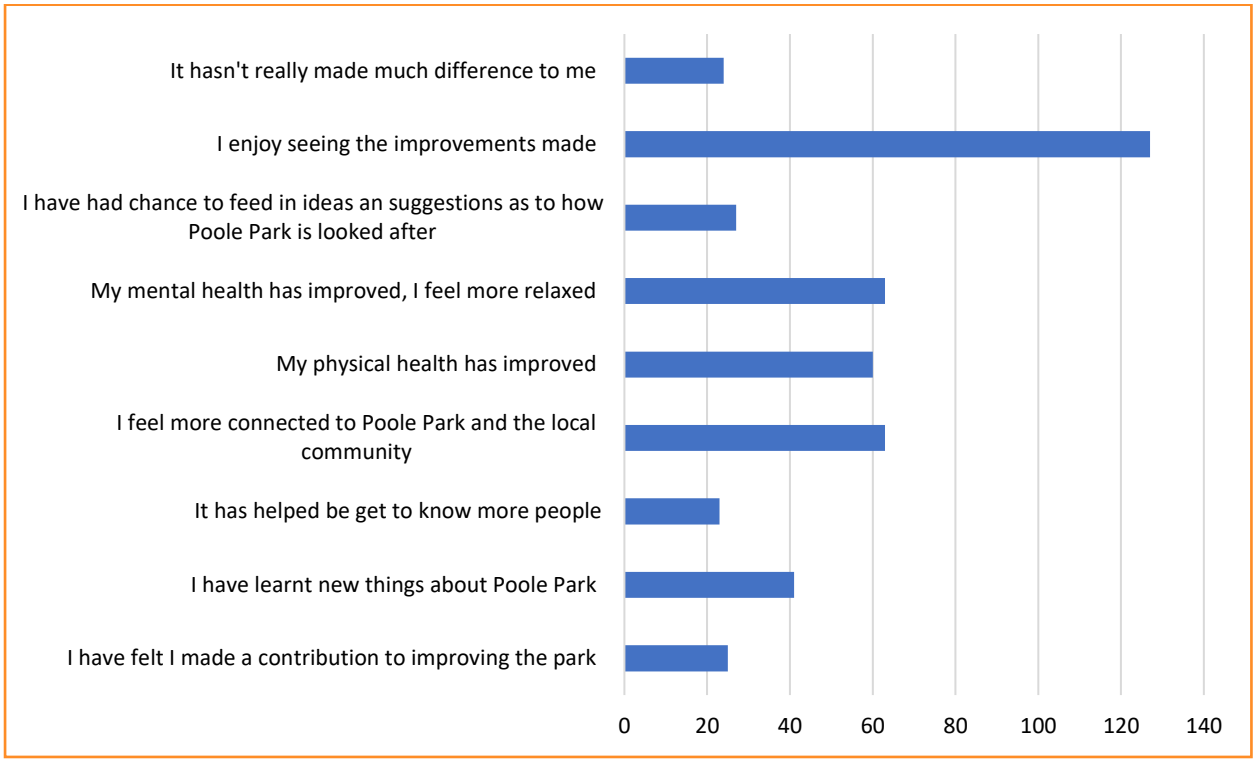
Figure 11: How much difference has it made



WHAT PEOPLE GOT OUT OF THEIR INVOLVEMENT?

Figure 12 looks at the personal benefit from being involved or experiencing the improvements that the project has made. From these results it is clear that people felt engaged in the process, a large majority saying that they enjoyed seeing how the project has developed. The other areas where personal benefit derived from the project seems to be important could collectively be described as wellbeing benefits; improved mental and physical health and a feeling of being more connected to the park and the local community. One area where we might have expected to see more personal benefit would perhaps be around 'making a contribution' but the low score is probably related to the fact that volunteers, staff and contractors, people in a position to make a contribution were a small proportion of the people surveyed.

Figure 12: Personal benefit

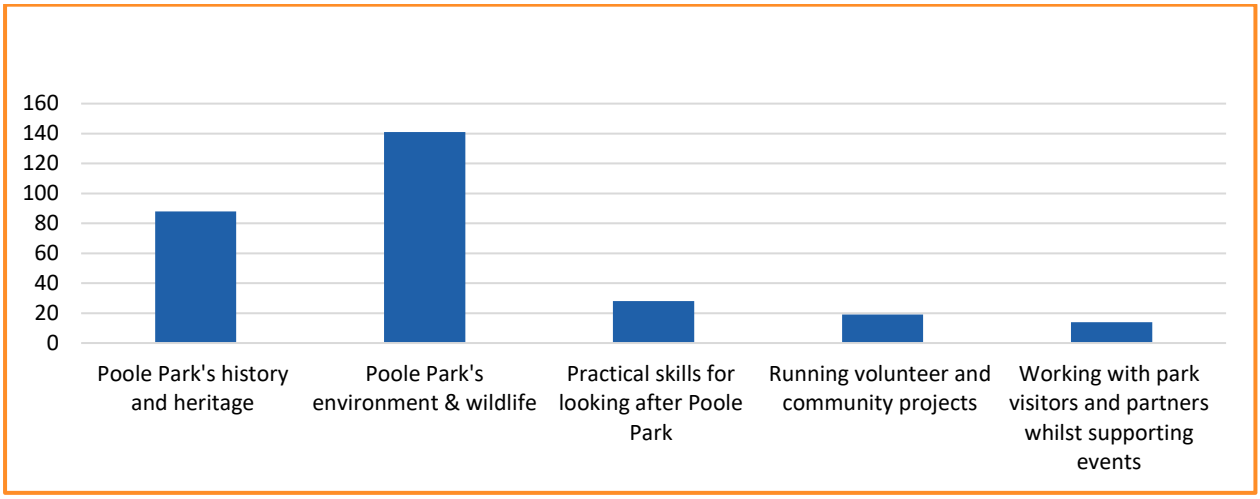


WHAT DID PEOPLE LEARN ABOUT?

Learning is a key NLHF outcome, so the survey explored this element of personal benefit in more detail, asking people what they had learned most about through their engagement with the project. Over 90% of people participating in either of the survey's said that they had learnt something new. Environment & wildlife was the area where most people reported learning new things followed by a lesser degree learning about history & heritage. This probably reflects the balance of interpretation at the time in the park, the programme of installation having not been fully completed and the fact that the people who participated in the Consultation stalls (where environment & wildlife scored highest) were experiencing wildlife first-hand. Likewise, due to the impact of covid the planned programme of guided walks and talks was curtailed, which meant less information was shared about the parks history and heritage than had originally been intended.

Less learning was derived from the process elements of the project, such as 'practical skills' but again this is likely to be because less people who were involved in these elements undertook the survey.

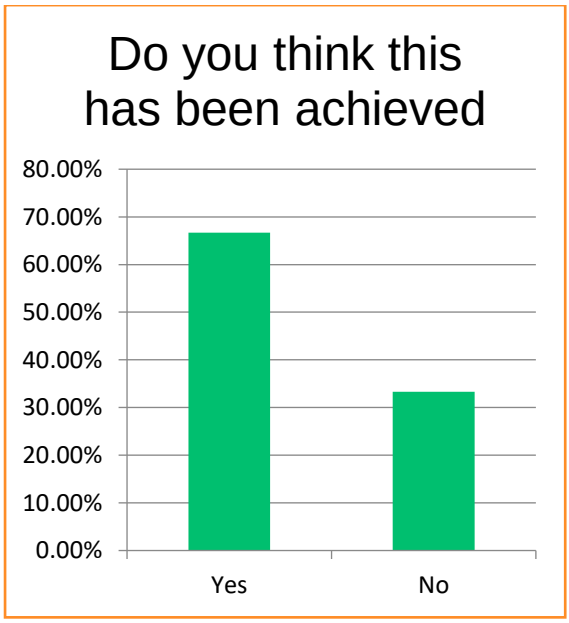
Figure 13: Learning



REACHING NEW AUDIENCES?

People undertaking the online survey were asked if they felt the Poole Park Life project had been successful at reaching out to a new audience (Figure 14). Just under 67% said that it had and provided the following reasons why they felt this had occurred

Figure 14. New Audiences



- In a response to the Covid imposed lockdowns, more people have accessed park and therefore benefitted from improvements
- Improved signage and interpretation created a more accessible and interesting space
- The project encouraged local people to help with projects or volunteer and advertising events and asking them to participate in the Park's development.
- The project has had quite a high profile on local social media

The 33% who felt that the project had not reached out to a wider audience gave the following reasons

- Too many cars in the park making people feel unsafe
- Not enough parking, reducing accessibility
- Divided local opinion
- Not enough publicity promoting what the park had to offer.

It is clear from these results that most people feel that the improvements to the park have made it more accessible and appealing to new audiences. The things that are seen as barrier to this are related to the constraints within which the project operated such as the fact that the park has a road open to traffic running through it.

LEGACY & THE FUTURE

The final area that the evaluation explored was project legacy and future aspirations for Poole Park now the project has been completed

STAKEHOLDER VIEWS ABOUT LEGACY

One long-time Poole resident estimated that they felt there were some 50% more park users than 4 years ago.

There was a feeling amongst the stakeholders that Poole Park Life has breathed new life into the park, that much of the community interaction would continue for some time to come and in respect of the infrastructure, one person summed it up by saying *"For 130 years we were still relying on what the Victorians built and most of the infrastructure was going in decline. What has been done now has kickstarted improvements that will last for the next 100 years".*

One stakeholder summed it up *"A continuum of what the Victorians did with the park when it was first conceived. We have come full circle in that now more than ever we need open green space and fresh air just as the Victorian society did a hundred or more years ago. It is such a rewarding place. It is also a great resource for the town and for people visiting the town from elsewhere''.*

SURVEY FINDINGS

A question about legacy was only asked in the online survey where people were asked to identify what they felt was the most important legacy of the Poole Park Life Project. There was no standout factor but a wider range of comments.

Some spoke about the physical improvements that had been made for example,

- Hard infrastructure that will last another 100+ years and is easier to maintain
- Much improved landscaping including new gardens
- A park that is used in many more ways than before, due to new interpretation, new additions to the park, community involvement, etc

Whilst others spoke more about the process of the project such as

- A community buzz that did not previously exist
- Relationships around the park are now better
- A lovely relaxing place for people to visit – uplifting to help us deal with the challenges ahead
- Created something that the people of Poole can be proud of

People were keen that the improvements and the activities in the park did not stop now the project had come to an end. Their aspirations were varied but key themes emerged as follows.

- The most common response to this question was to 'maintain well what we have got'. There was a sentiment in the responses that past improvements had not always been well maintained and therefore this was an area for future improvement.
- Car/ roads/ access and parking was perhaps the biggest area of comment in this section. As has already been mentioned there is a range of opinions on the topic but there seem to be a consensus around the idea that this issue was not yet satisfactorily addressed and work in this are needed to continue. There is a strong feeling that this is unfinished business.
- Miniature Steam Train. There used to be a narrow-gauge railway operating in the park. This was closed in 2018 and is a much-missed attraction. The Poole Park Life project did not set out to restore the railway but there is clearly a lot of local support for this to happen in the future
- Ongoing support for volunteers and a continued programme of events was also seen as important as these had been popular activities during the life of the project and were seen as providing a key link with the local community.

ANALYSIS

DELIVERY

The evaluation research indicated that most people who had been involved in the project or who had firsthand experience of it felt that it had been well run and had delivered considerable improvements to Poole Park.

It was recognised that the Covid Pandemic created a considerable challenge to project delivery, but it was felt that the team had been flexible and creative in their response. This meant that though although there were delays very little was lost from the original plan.

The project team had built good relationships with most of the stakeholders, had made themselves available to address concerns and issues as they arose and had communicated the projects progress well.

There has been a small amount of negative feedback about the way the project has been run which seems to relate to experience in previous projects and one or two issues, alluded to in the Findings section of this report which the project has progressed but not resolved to everyone's satisfaction.

One factor that has come out of the research is how interested people are in the delivery of the project. People really 'enjoyed seeing the improvements being made' (see figure 12) and took a real interest what was happening in the park**.** This not only indicates a strong local relationship with the park but also the importance of communicating project progress and even interpreting the work being undertaken. People, in Poole Park anyway, are as interested in the process of creating the improvement as they are the improvement itself.

The evaluation has identified the following key lessons that came from talking to stakeholders about the delivery of the project.

- Project planning
    - Be realistic. There was a feeling among stakeholders that the activity plan was over ambitious which put considerable strain on the delivery team and some things such as communication and stakeholder relationships sometime suffered as a result
    - Understand what local people need and not just want. It was felt that the consultation carried out in the scoping phase of the project was good at developing a long wish list, but it did not necessarily identify what was important

- Working with people
    - Put enough time into identifying, building and maintaining key relationships throughout the project. The project cannot be achieved without the input of others
    - Leave enough time for communication because if you don't time will have to be spent later in the project dealing with issues that arise because people don't feel they know what is going on
    - Celebrate changes and improvements and give people a chance to understand and experience what is changing
    - When working with volunteers – set up rules of engagement from the start, Codes of conduct/ standards of behaviour would have helped with some early teething problems with volunteer management.

OUTCOMES & IMPACT

DIFFERENCE FOR HERITAGE:

It is clear from the evaluation research it is the natural heritage improvements that people see as being most impactful, the work on the lakes and lagoon and in particular the development of the gardens. Two of the gardens, the Rose Garden and Plant Collectors Garden have a strong historical links, but the Quiet Garden has been created from scratch, turning an old go-kart track into a very popular plant-based attraction. This garden, largely constructed by volunteers incorporates many contemporary themes including pollination, biodiversity and wellbeing and provides a very good case study of the power of plants to restore and reconnect. The Quiet Garden is one of two case studies that we have incorporated into this report – see page 21.

Poole Park was created in the Victorian era for the people of Poole to enjoy greenspace and water and there is a general feeling coming from the research that the restoration work has done well in reflecting this heritage. It is still a park where you can promenade around the lagoon and take a boat out on the water, but you can do so in a way that is relevant in the 21st Century. Maintaining this connection with the past is seen as important, particularly among local people.

DIFFERENCE FOR PEOPLE:

The Poole Park Project engaged with a considerable number of people during its delivery phase. Headlines as follows

- 6,051 people involved in events of which 38% were young people
- 1, 135 volunteers providing 4579 hours of their time to different aspects of the project which equates to a £53,000 financial contribution to Poole Park Life

The delivery of the project incorporated many opportunities for volunteering, which was well organised and well received. Due to its success and the positive feedback, we received about the volunteer activities this subject forms the second case study included in this evaluation report – see page 24.

Involvement in the project and experience of the improvements in Poole Park have had a positive impact on many people's feelings of wellbeing with people reporting improvements to both mental and physical health. The pride that many people felt for Poole Park and how it is an important part of their everyday lives, often helping to relive depression and bring enjoyment.

People report learning more about the heritage of the park with a particular emphasis on the wildlife and environmental aspects which seems to add to the overall sense of an enjoyable experience when visiting the park

DIFFERENCE FOR COMMUNITIES

People reported feeling more connected to the park and the local community with a sense that there was a 'buzz around the place' which was not there before. Local people talked about a renewed sense of pride in Poole Park and were starting to see it again as an important community asset. Some stakeholders felt that more could be made of the park as a visitor attraction and thereby enhancing the economic value of the park to the community.

It is the relations with the community where perhaps further work needs to be done to ensure that the legacy of Poole Park Life is seen to derive strong local benefit

There are a lot of community activities that currently take place in the park, hosting as it does the local tennis, bowls, cricket and model boating clubs as well as being a venue for things such as Parkrun. The discussion at the evaluation workshop showed that while these groups were supportive of the improvements made, they did not necessarily feel engaged in the discussions about how the park will continue to develop but would like to be.

In a similar vein, and as already mentioned on a number of occasions there is a range of opinions in the community of the continued use of the park for through traffic and related to parking in the park. Depending on which side of this debate a particular person sits to some extent determines their view on the community benefit derived from the project.

MOST SIGNIFICANT DIFFERENCE

To complete the section on outcome and impact we have included some of the responses we got when we asked people to complete the following sentence 'The most significant difference the Poole Park Project has made is….

- that it is so enjoyable for everyone to visit, particularly for me in improving and combatting my depression. The fresh air, birds and colourful plants really do help me.
- in opening the opportunities for more activities. It is now a lovely place. The heritage money has made a huge difference. The pandemic has made the park even more valuable for residents and visitors alike.
- that the park feels more welcoming. The Council have made it more user friendly. It is lovely that so many people want to use it. Everybody should be proud of what has been achieved.
- the community involvement that the project has generated. The council officer and some of the councillors have been very good at generating interest in the park.
- it is now a new Victorian Park. A park we can promenade in as the Victorians once did.
- that it has brought the park into the 21st century.
- that it has enhanced the park as a leisure amenity for everyone living in, or visiting Poole, with a welcome facelift and renewed focus on pedestrians and a refocus on its wildlife and aquahabitat.
- that it has created an awareness of what improvements can be done to an area with good organisation, funding and committed staff and volunteers.
- an ecological transformation of the Lagoon.

LEGACY & THE FUTURE

The first public parks in towns and cities began to appear in the early Victorian era of the 1840s when the population of urban areas increased rapidly. By the 1860s, thanks to campaigners, the concept of free access to green space became more common place.

The idea for a park in Poole came about in the mid-1890s when Lord Wimborne presented plans for what was termed a 'People's Park and Recreation Ground' on former meadow and low-lying marshland near to the town centre. The Park was given the go ahead and was officially opened in 1890.

However, despite changing fashions and fortunes what has endured since the Victorian era is the realisation that people do need to live with quality green space nearby and that a strong social and

emotional bond can be readily created between the community and the park. This community bond and emotional connection has been particularly evident in respect of the public's feedback to the work of the Poole Park Life project.

"A legacy of the Poole Park Life project will be a greater appreciation by the community of the value of the park and a better understanding of what it takes to manage it. In many respects it has brought the community much more together. It is also a shared space- there are many flats in the area who do not have any green space. Also, the hospital is situated next to the park and many of the staff visit the park on their time off. I know that patients also use the park when they can. Poole Park is especially important to the community".

We now know that the once radical notion put forward by those Victorian campaigners that access to clean air, recreation and 'public enlightenment' is good for people has been proven to be true. Likewise, we have an ever-growing appreciation access to quality greenspace, regular physical exercise, and positive social interactions such as through volunteering are real contributors to maintaining health and wellbeing.

The investment by the National Lottery Heritage Fund Heritage, BCP Council, community groups and the community itself has given Poole Park a new lease of life. It has restored a tired and ailing infrastructure and enhanced the heritage and wildlife value of the place. Above that Poole Park Life has re-engaged the community in the life of the park. The Poole Park Life project have not just re-engineered a Victorian Park they have re-modelled a green space, that has good inclusive access, good facilities and an engaged community. Furthermore because of the new investment, the Park managers have recognised the health and wellbeing that quality green space can bring to their community and aspire to set Poole Park management to the highest possible standards within the available resources.

"There is a continuum of what the Victorians did with the park when it was first conceived. We have come full circle in that now more than ever we need open green space and fresh air just as the Victorian society did a hundred or more years ago. Poole Park is such a rewarding place".

CASE STUDIES

CASE STUDY 1: THE QUIET GARDEN – A SENSORY APPROACH

This case study focusses on the creation of a new garden within the park grounds and how the community became involved in its development.

THE IDEA.

The idea behind a themed sensory garden, formerly a disused Go Kart Track, was very much a community effort said Toni Powell the Poole Park Engagement Officer, *"the concept was discussed at an open workshop held in 2015 and we had people from a range of local organisations, the local nursing home,*

mental health groups and disability groups all inputting into the purpose and design of what was to eventually become known as the Quiet Garden.
Initially, we looked at who would want to use the garden, what areas in the park we could adapt or create, what people felt they required in a garden and who might want would use it. We also looked at access to water and noise or rather a lack of noise, as in how close an area was to the public road. We discussed the structure and colour of the proposed garden, accessibility in all its forms and finally, what wildlife we might attract to the new garden.

Figure 1. Bug hotel to attract pollinating insects, built by volunteers.

After several site visits, design concepts were drawn up by the Council's Landscape Designer who worked on the feedback provided by the residents. The final design was one that had vibrant colour, movement, and all - round interest that would mature over time".

ENTHUSIASM AND WILLINGNESS TO COMMIT TIME.

The construction of the Quiet Garden is completely down to local people's people determination and enthusiasm in coming up with ideas and in volunteering their time and labour, with only a minimal help from the Parks Team. The volunteers helped dismantle the Go Kart Track, which took 6 months and with the site cleared the infrastructure of the garden could start to take shape.

Once the site was cleared paths could be laid and bespoke benches were installed at carefully chosen spots to allow people to have time to reflect. The design included access to the water which also included putting boulders in the lake to create a visual interest. Numerous local businesses were keen to help and helped us by providing discounts on materials.

The planting by volunteers from the Garden Volunteer Group included 1500 plants of over 20 species of plants being selected for their source of nectar for pollinating insects and some for their all-year round flowering. Although a newly created garden the connection to the Victorian heritage of Poole Park was the planting of a Chilean Guava, a hardy evergreen which, in the summer, has small purple-red edible fruits that taste like strawberries and is said, by some, to be Queen Victoria's favourite fruit.

The completion of the Quiet Garden project was helped by an award of £8000 from the Tesco 'Bags for help' grant scheme in 2016 and was officially opened by the Mayor of Poole.

Figure 2. Interpretation describing the history of the Quiet Garden.

COMMUNITY ASSET

Several years on, feedback from a stakeholder survey carried out in March 2021 highlighted the creation of the Quiet Garden as a real community asset, with one lady saying *"the garden is an uplifting open space and wonderful amenity for relaxation. It has helped me combat my depression - the fresh air, the birds and the colourful plants really do help me"*.
The success and development of the Quiet Garden is down to several contributing and interlocking factors which by themselves would not necessarily lead to a such a successful outcome as we currently see today in September 2021.

Without the initial development funding and subsequent project funding provided by the NLHF then the project would not of had the stimulus to have been so ambitious in its approach to the gardens. However, funding is just part of the picture and other contributing factors involve how the project team took the time to engage with a diverse range of people in the area and to build up relationships and confidence on what the project had the potential to achieve.

A WELL-MANAGED PROJECT

What has stood out in the conversations with residents was how well the project was managed. People were unanimous in their praise of the project management and communication, with one resident summing up the management by saying *"The project was very well run by the team, with good contractor management and good public engagement and overall, the project was well received by the public".*

Other success factors identified by surveying local people included good communication, the effective use of social media and a willingness for the team to be visible and encouraging a sense of ownership of the park within the local community.

VOLUNTEER GARDEN COORDINATOR

As the project draws to a close the inevitable future maintenance of the garden and other areas in Poole Park has been considered with a local resident stepping forward to take on the role of Volunteer Garden Co-ordinator and another volunteer as the deputy. *"The Garden Co-ordinator's role, Toni explains, will be to manage the volunteers work in the gardens and to act as a link with the existing Parks Team. Apart for training on horticulture skills and tool safety etc we now must now consider Covid and to that extent we have drawn up a risk assessment for managing volunteers in the garden environment which will help reduce risks to our volunteers and the public".*

Figure 3. Ann Edwards who has taken on the role as Volunteer Garden Coordinator.

THE QUIET GARDEN: SUMMARY OF BEST PRACTICE.

- Park staff encouraged to engage with the public through social media, public events and onsite meetings.
- Successful bid to the NLHF which included Development funding.
- Landscape Designer available to help with advice and final design plan.
- Other resources sought and secured on the back of Heritage funding.
- Strong project management.
- Time spent recruiting and training local volunteers.
- Sense of community ownership built up around the Quiet Garden.

CASE STUDY 2: VOLUNTEERING IN POOLE PARK

This case study focusses on the Poole Park volunteers; a group set up by the project officer to engage a wider group of people in the management of the park.

To gain feedback from the volunteers a survey was carried out in October 2021 after the Poole Park Life project had closed.

HOW DID PEOPLE GET TO HEAR ABOUT THE VOLUNTEERING OPPORTUNITIES?

Local people got to hear about the volunteering activities in Poole Park through advertising including the Poole Park Life website, Facebook, word of mouth and from visitors to the park who just got chatting to the volunteers working in the park. There is also an 'A' board displayed when the volunteers are working to promote the volunteers' work.

Figure 4. One of the flower beds maintained by the Poole Park volunteers

When asked why people wanted to volunteer the question brought a range of replies including enjoyment and a sense of achievement on completing practical tasks. Making new friends was also highlighted as was the project organiser's enthusiasm on volunteering and her desire to help maintain and improve a well-loved local park.

THE BENEFITS GAINED FROM VOLUNTEERING

The benefits that volunteers described included giving something back to the Poole community, helping to look after a green space, friendship and the social interaction gained from working alongside other people on a joint activity.

Although anecdotal and not proven as such both physical and mental health benefits were cited as important individual gains from the volunteering experience. One volunteer summed it up by saying, *"I have lived here all my life and wanted to give something back to a place I hold dear to me and (I also) wanted to get involved in an outside hobby"*. Indeed, the benefits and importance of volunteering out of doors was mentioned numerous times by people.

The volunteering activities undertaken by volunteers naturally tended to focus on gardening within the park, but also included more general labouring work and litter picking. Skills gained were the associated horticultural skills and learning about plants and trees to be found in the park. There was general

agreement that the volunteer group had been set up well under the Poole Park Life project in that it had delivered good results. An additional benefit that was highlighted was the recruitment of two volunteer leaders who would run the volunteer group once the funded project work had been completed.

Figure 5. Volunteers Pete, Joyce and Ann in the Quiet Garden.

WHAT COULD BE IMPROVED?

On being asked is there anything about the volunteering at Poole Park that could be improved the response was around ensuring the practical volunteering and horticulture skills were maintained to a high standard and that there was continued clarity over the role of parks staff and the volunteers. Regular training to keep up horticultural skills with existing volunteers was mentioned as well as ensuring new volunteers were properly inducted into the group. Weekend sessions was also a request for those working full time during the week.

It was acknowledged, by the volunteers, that local authorities face funding constraints in managing parks but that there are solutions to be found with one respondent saying, *"The Park staff are already flat out doing a wonderful job but there are still areas in the park where more volunteers could be of practical assistance"*.

In respect of the ongoing role of the volunteer group one person said, *"Now that the Poole Park Life project has closed, I think the gardening volunteers as a group would benefit from an overarching structure, provided by either BCP or the Parks Foundation, as we currently have no funding stream for tools"*.

LEGACY AND FUTURE ASPIRATIONS

The survey concluded by asking the Poole Park volunteers their future aspirations for Poole Park. The most popular response was around maintaining and increasing community connections such as through

an annual celebration. Communication was an area identified for attention with one person saying "Perhaps more exposure in terms of how/who/where to contact so people can join the group". Other aspirations in the communication theme touched on community days and training events and broadening the range of people and groups involved; Wider community engagement mentioned included LGBTQ, students, elderly, and a wide range of fitness groups and charities who could make use of the park's wide-open space. Another suggestion was connecting with local musicians who could perform in the park.

Part of the Lottery funded enhancement works that BCP carried out at Poole Park Life involved water management and the desilting of the Lagoon, and one suggestion was that volunteers should have a focus on recording the wildlife and water purity of the Lagoon. This information could then be passed onto the wider community to help explain the role that the large water body plays in the biodiversity of the area, which often goes unseen.

Figure 6. Viewpoint over the Lagoon

A particular note of good practice by the Poole Park Life project was the recruitment and training of two volunteer coordinators who would act as a focal point and lead the volunteer work in the post project completion phase.

Finally, it was thought by some that the recruiting, and the training up of volunteer rangers was a concept worth exploring as a way of watching over the park and by providing a contact point for people visiting the park.

CONCLUSIONS

This evaluation focussed on obtaining and understanding the views of many people who have been involved in the Poole Park Life project and/ or are users of the park, in essence the participants and beneficiaries of the project.

The majority view is that the Poole Park Life project has been well run and has delivered considerable improvement to the park and the way people can benefit from their park experience. The fact that the

second half of the project has been delivered successfully during the Covid Pandemic is testament to the delivery teams heard work and skill.

People feel that the project has achieved a lot, particularly in respect to enhancing the environmental value of the area while maintaining the heritage of an important Victorian Park. Benefits have been wide ranging, but it is perhaps the 'soft' outcomes relating to Wellbeing, local connections and pride in the area are perhaps outcomes that might not have been envisaged at the start but demonstrate the importance of parks and open spaces to many aspects of people's lives.

It should not be surprising that the evaluation research has identified a range of views on what has been achieved. Clearly there is strong local feeling about certain aspects of Poole Park and the way it is used. These were present before the project, and where they have not been satisfied by the project's outcomes, they are still present. This to some extent reflects the passion that people feel towards the park and their local area. The solutions to some of these issues, although progressed by the project, still need to be resolved as part of the future plans for the Poole Park.

Based on these findings the evaluation team consider the Poole Park life project to have been successfully delivered and to have achieved significant outcomes for Heritage, People and Communities.

"I'm a Poole man, I have been here all my 79 years. I have grown up with the park and am a regular visitor. I have seen lots of changes over the years - with a lot more traffic now. It's a lovely park and what you (Poole Park Life) have done has been really good. Brilliant work. I feel the park is part of me - it's a very friendly place".

Mike King & Pete Johnstone
Resources for Change
October 2021

Appendix C – Cyclist and pedestrian count undertaken by a respondent

Flow 1 – Twemlow Road to Poole Park Flow 2 – Poole Park to Twemlow Road Flow 3 – Keyhole Bridge to Poole Park Flow 4 – Poole Park to Keyhole Bridge	Keyhole Bridge count Date: Thursday 4th March 2021 Weather conditions: Damp, Gloomy Social Situation: LOCKDOWN	Key: A = Adult C = Child PC = Pushchair Cy = Cyclist V = Vehicle MA = Mobility P = turn around to go back down

Time Interval		Flow 1							Flow 2							Flow 3						Flow 4					
		A	C	PC	Cy	V	MA	P	A	C	PC	Cy	V	MA	P	A	C	PC	Cy	V	MA	A	C	PC	Cy	V	MA
0630hrs	0645hrs															6			2			1					
0645hrs	0700hrs															12		1	3			5					
0700hrs	0715hrs	1				1										20	2					10	1		1		
0715hrs	0730hrs												1			19	1		4			15	1				
0730hrs	0745hrs															22	1		6			11					
0745hrs	0800hrs	5			1											11			1			18			1		
0800hrs	0815hrs	1											2			25			4			17			2		
0815hrs	0830hrs				1				1							17			7			24			3		
0830hrs	0845hrs					1										17	1		5			16			1		
0845hrs	0900hrs					1							2			17			3			16	2		1		
0900hrs	0915hrs					1							2			12			5			18	1	1	3		1
0915hrs	0930hrs					1						1	1			11			2			15	3	1	2		
TOTAL		7			25				1			1	8			189	5	1	42			166	8	2	14		1

Appendix D – Keyhole Bridge Group Flood Risk Report

KEYHOLE BRIDGE GROUP

Supplementary Evidence in support of closing Keyhole Bridge to Vehicular Traffic

Document Control

Document Identification

Title	Supplementary Evidence in Support of Closing Keyhole Bridge to Vehicular Traffic (KBG002)
Version No	3
Version Date	27 December 2021
Customer	Keyhole Bridge Group
Classification	Public
Author	PB

Amendment Record

The Amendment Record below records the history and issue status of this document.

Version	Version Date	Distribution	Record
1	27 December 2021	KBG	Draft A
2	03 April 2022	KBG	Draft B
3	04 April 2022	KBG, BCP Council	Final

Contents

1 Flooding

1.1.1 Keyhole bridge flooding incidents have been observed by drivers, cyclists, and walkers. They are described by those passing through the bridge as ‘occurring regularly’. The Keyhole Bridge Group has photographs of floods for the period 2021 to 2022. Floods have been observed in the months of January, February, April, May, October and November. Analysis of the images and the actual dates, together with comparison of rainfall and tidal events suggests that floods have occurred as a result of high tide heights in Poole Harbour, extreme rainfall events, a combination of ‘moderate’ tide heights and rainfall, and any of these combined with a strong South-Westerly wind. When these circumstances are present the bridge can be flooded for several days in a row.

1.1.2 The reason for these combinations is believed to be linked to the complex drainage through the sluice gate system between Baiter and Poole Park, combined with the low road level in Keyhole Bridge and lack of drainage.

1.2 Tide Heights

1.2.1 Tide heights for Poole harbour are available from a number of on-line resources including:

1.2.2 https://www.bbc.co.uk/weather/coast-and-sea/tide-tables

1.2.3 These resources make it clear that the maximum expected tide height for Poole harbour is currently in excess of 2 metres. The impact of high tides is exacerbated by the fact that Poole Harbour has a double high tide which prolongs the time water is at a high level. Sea levels are predicted to rise, something that BCP Council acknowledges in its Flood Risk Management Strategy. Based on predicted increases in sea levels, Figure 1 is an estimate of the number of days Poole Harbour will experience a tide height greater than 2.5 metres in the period to 2100. The data is based on information from the meteorological office https://www.metoffice.gov.uk/research/news/2019/uk-sea-level-projections-to-2300.

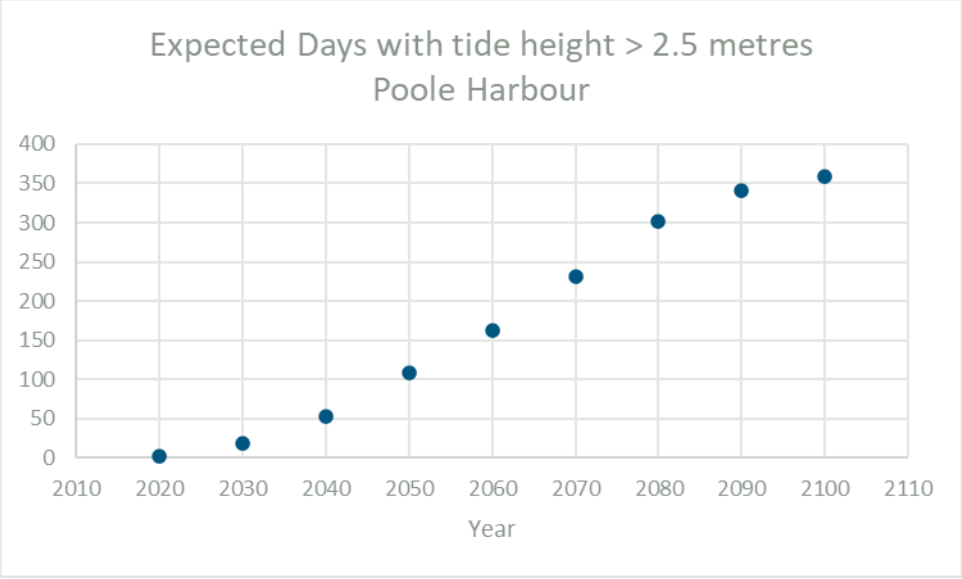


Figure 1 - Estimated increase in Tide Heights, Poole Harbour

1.2.4 Flooding events are therefore predicted to increase, and while the Council plan to improve the drainage system this is unlikely to provide a complete solution in the light of the predicted increase.

1.3 Drainage System

1.3.1 The drainage immediately adjacent to the bridge is believed to be directed to the sluice channel between Poole Park boating lake and Baiter and eventually into the harbour. BCP Council was asked for the specific details (drawings and schematics) and control system that regulate the Poole Park boating lake levels, and therefore surface water on Whitecliff Road. To date no response has been received.

1.4 Road Height

1.4.1 A field survey has been undertaken using a surveyors' dumpy level (and staff) to accurately determine the position of the road immediately adjacent to Keyhole Bridge relative to sea level.

1.4.2 The survey was undertaken on the 15th February 2022 during a moderate high tide (1.87m). The weather was dry with a moderate wind. The survey concluded that even under these conditions Keyhole Bridge was 70mm below the sea level of that morning (0825hrs). With increasingly high tides the road through the bridge will spend increasing amounts of time below sea level.

1.5 Resolving the flooding issue

1.5.1 The presence of motor traffic means it would be difficult and costly to completely resolve the flooding issue directly under the bridge. However a final and complete solution could be found if the bridge was closed to motor traffic. In its document Portfolio Holder Decision Record 15 January 2021 BCP Council commented *'…the bridge floods and without vehicles present this makes it easier to resolve this issue in the longer term...'*

2 Alternative routes

2.1.1 Keyhole Bridge is used by a mixture of vehicles, motorcycles, cyclists, pedestrians, and disability scooters. Pedestrians may have additional access restrictions such as walking frames or pushchairs. In the event of the bridge being closed to traffic, motorised visitors to the park approaching from Whitecliff would have to find an alternative route. On the occasions the bridge floods other users (non motor traffic) have to find an alternative route.

2.2 For Motor Vehicles accessing Poole Park

2.2.1 Vehicular access to the park is via three road entrances; the West and East Gate entrances, and the Whitecliff entrance. There is additional access to car parking via Copse Close. These are marked on the map Appendix 4.1 as items 2, 27, 33 and 33 respectively.

2.2.2 The Whitecliff entrance (33 on the map) can be approached from Keyhole Bridge or Twemlow Avenue.

2.2.3 If Keyhole Bridge were to be closed to motor traffic, for a park visitor wishing to visit the Ark using the East Gate (27 on the map) adds nothing to the distance of their journey and is a faster route (see Appendix 4.2).

2.2.4 It is worth noting for the reader that the majority of vehicles passing through the bridge are doing so in contravention of a width restriction traffic order. Keyhole Bridge Group has submitted additional evidence in this respect.

2.3 For Pedestrians and Cyclists accessing Poole Park

2.3.1 For pedestrians, cyclists and wheelers needing to avoid Keyhole Bridge on the occasions it floods the nearest alternative to cross the rail line is the underpass at the opposite end of Baiter (marked 38 on the map). This detour adds 15 to 20 minutes to the journey time (assuming a walking speed of 3 to 4 mph) and an extra distance of just under one mile. It is unavailable to wheelchair users due to the barrier created by the gate between Whitecliff Road and Baiter and the uneven surface on the return section of the route that runs alongside Poole Park lake. These barriers can also make it difficult for other users, for example those with a walking frame, pushchair or cycling. The additional journey required to avoid Keyhole Bridge is shown on Appendix 4.3 although note that historically the underpass is also prone to flooding.

2.4 Equalities Issues

2.4.1 During times in which the road running through the bridge is flooded, pedestrians, cyclists, and importantly those living with disabilities are disadvantaged by not having access through the bridge to Poole Park, locations beyond the park and Twemlow Avenue.

3 Conclusion and Recommendations

3.1 Conclusion

3.1.1 Keyhole Bridge is subject to regular flood events which are likely to increase in frequency. The detour for pedestrians, wheelers and cyclists when the bridge is flooded adds to the time and distance of their journey.

3.1.2 Conversely, in the event of the bridge being closed to motor traffic, drivers have an alternative route to access the park which does not add any distance to their journey and reduces their journey time.

3.1.3 If the bridge was closed to traffic the flooding issue could be fully addressed allowing 100% access for pedestrians, wheelers and cyclists. If the bridge remains open to motorised traffic these groups will continue to be deprived of access to this route for an increasing % of time.

3.1.4 There is a risk that minorities having impeded access could initiate litigation against BCP Council in order to protect their rights. This would be damaging to the Council and unnecessary given that most vehicles passing through the bridge are doing so in contravention of the existing traffic order due to their size.

3.2 Recommendations

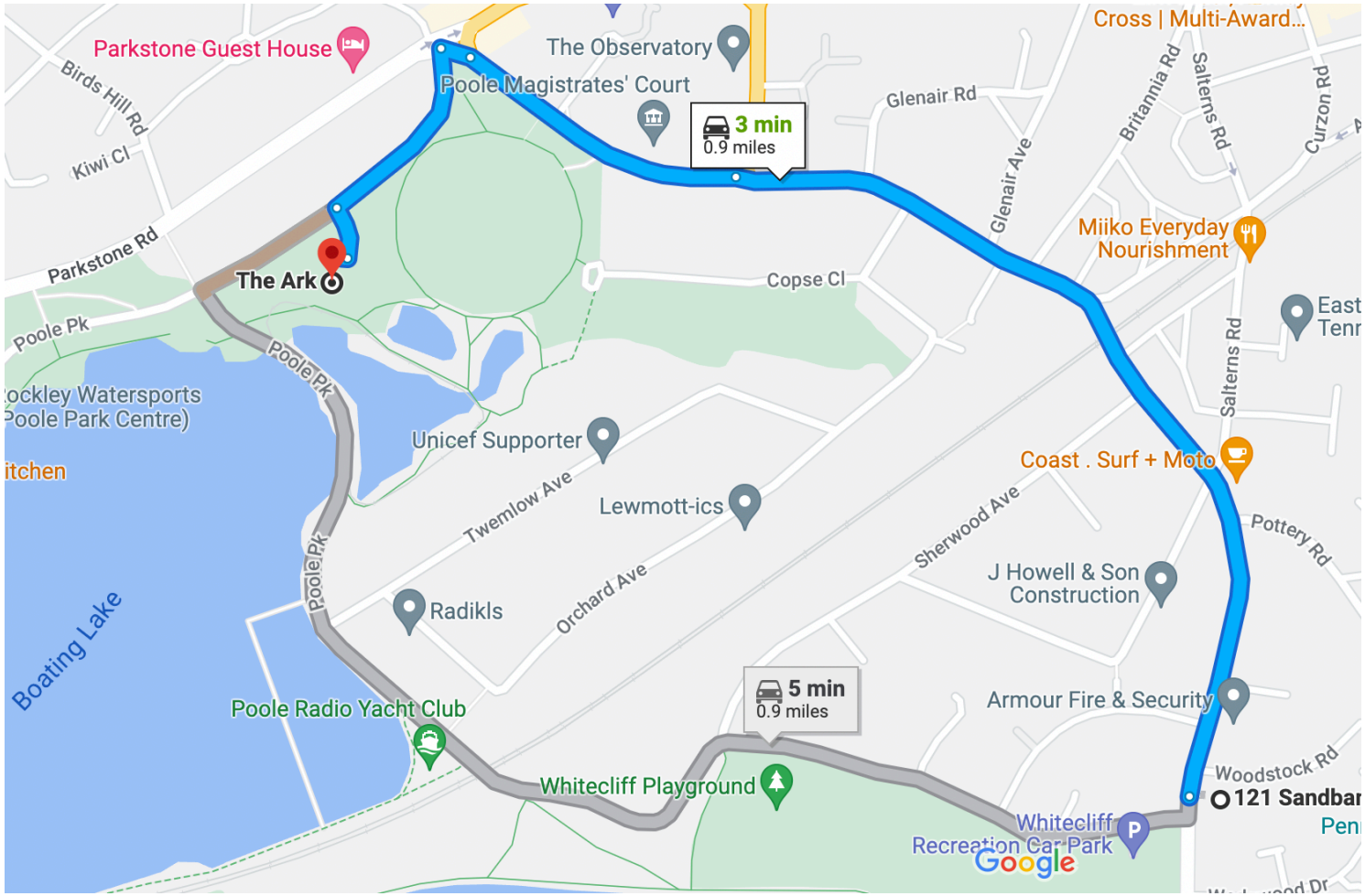
3.2.1 To ensure all users are able to access Poole Park and beyond by a direct and time efficient route Keyhole Bridge should be closed to motor traffic.

3.2.2 Mitigations in the form of a raised road level under the bridge, and / or comprehensive and integrated, automatic water level management system implemented, to ensure pedestrians, those with a disability, and cyclists have unimpeded access through the bridge at all times.

4 Appendix

4.1 Poole Park Map showing Entrances and Keyhole Bridge

4.2 Map showing alternative route for motor vehicles if Keyhole Bridge was closed to motor traffic



4.3 Map showing detour required by pedestrians, cyclists and wheelers when Keyhole Bridge is flooded

Appendix E – Keyhole Bridge Group traffic survey

KEYHOLE BRIDGE GROUP - REPORT ON WIDTH OF CARS USING KEYHOLE BRIDGE

Document No. :	KBSG001		
Issue No. :	4	**Author :**	DC
Date :	April 2021	**Verified By :**	PB
Client :	N/A	**Approved By :**	SS
Client Ref. :	N/A		

Title : Keyhole Bridge Traffic / Vehicular Assessment

Classification : Public / Uncontrolled

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Document Description

As part of the suite of new evidence supporting the closing of Keyhole Bridge, Poole, feeding into the new consultation, this analysis provides evidence of the type and frequency of vehicles travelling through Keyhole Bridge in contravention of the existing traffic order putting pedestrians and the bridge structure at risk.

Change Control

Issue	Date	Author	Change Description
1	15/12/21	PB	Initial Issue (includes RH pages)
2	14 March 2022	DC	vehicle types added from survey (8th March 2022).
3	16 March 2022	PB	Master list updated and lookup table info added.
4	26 March 2022	PB	Survey from 18/03 added.
5	01 April 2022	SS	Report from PB added plus copy of order and Council advice

References

Excel Worksheet Name	Description of Contents
Control and Contents	Revision control and contents list
Summary of Findings	An overview of findings from two surveys
Master List of Widths	List of vehicles and their width compared to restriction order and bridge width, plus the space available for average build man or women.)
DC Survey	Data taken from survey at Keyhole Bridge
PB Survey	Data taken from survey at Keyhole Bridge
Sharing the Space	The logistics of sharing the space
Traffic Order	Email From BCP Council (poor quality copy - refer to [redacted] BCP Council for original)
Advice from BCP Council	Email From BCP Council

Background

Keyhole Bridge, owned by Network Rail is a brick structure built in the late nineteenth century. It is protected by a traffic order, limiting the width of vehicles passing through KB to a maximum width of 6 feet (ft) or 1.829m. The actual width of the bridge is 2.7m (8ft 10in). The bridge width and associated width restriction traffic order were not considered in the previous ETRO report.

Surveys and results

On Tuesday 8th March the numberplate of all cars/vans passing through the keyhole bridge were photographed. From the number plates car makes and models were ascertained and car widths, with and without wing mirrors, were obtained. These were compared to the width restriction of six feet (1829 mm). (The results are included as DC Survey)

During the one-hour period 180 cars/vans were counted. Of these all 180 (100%) of cars/vans measured from wing mirror to wing mirror exceeded the 6ft limit. This measure was advised as the appropriate one to use by [redacted] in an email to [redacted] dated 4 March 2022. (Included as Advice from BCP Council) Using the less stringent width definition, excluding wing mirrors, some 44% exceeded the 6ft width restriction.

A further survey was carried out on 18 March 2022. On this occasion make and model of vehicles passing through the park in an Easterly direction was observed and also destination. From the makes and models car widths, with and without wing mirrors, were obtained. These were compared to the width restriction of six feet (1829 mm). (The results are included as PB Survey)

During the 43 minute period 119 cars/vans were counted. Of these all 119 (100%) of cars/vans measured from wing mirror to wing mirror exceeded the 6ft limit. This measure was advised as the appropriate one to use by [redacted] in an email to [redacted] dated 4 March 2022. (Included as Advice from BCP Council) Using the less stringent width definition, excluding wing mirrors, some 45% exceeded the 6ft width restriction.

It is notable that of the 119 vehicles entering the park in the PB survey only 21 (18%) stopped in the park, while the remaining 98 drove straight through without stopping (with one turning into Twemlow Avenue before reaching the bridge). A similar assessment was carried out by the Council in 2013. It noted 128 cars entering the park during the same time period. Of those where the destination was identified, 93 drove straight through the park in less than 5 minutes while only 14 were in the park longer than 5 minutes.

Thoughts and Conclusions.

One assumes the width restriction TRO, which came into force in 1969, was designed to both protect the bridge from damage and to allow space for pedestrians on the very narrow pavement. At the time cars were much smaller. The tab Master List shows a list of currently available cars, over half are wider than 6ft (not including wing mirrors) and with car widths having increased by 17% in the last 20 years this is more obvious with newer models. Clearly in the intervening 50 years cars have got considerably wider, the bridge has not and the issue will get worse as residents replace their older models.

Using the width of cars as defined by BCP Council in the periods under study all cars passing through are breaking the terms of the TRO. Even using an alternative width definition excluding wing mirror a large proportion (around 44% in DC Survey and 45% in PB survey) of vehicles are breaking the terms of the TRO. Neither the council nor the police are to our knowledge enforcing the width restriction which in the circumstances of it being widely flouted makes it meaningless. The losers in this are pedestrians.

The width restriction could be enforced by cameras (expensive) or bollards (potentially dangerous). Without enforcement closure of the bridge to all cars/vans would be the only option to ensure compliance.

It would seem perverse for BCP to calculate the economic benefits of keeping the park/keyhole bridge open as a Parkstone Road bypass when it is doing so knowing the width restriction is being totally or largely flouted.

Given the increase in car widths it would also seem perverse to include a route through Keyhole Bridge in future traffic planning. It would seem more appropriate to focus attention onto optimising the main roads that serve this area and encouraging active travel via the Keyhole Bridge routes as an alternative option

Make	Model	Width (excl. mirrors, mm)	1828 - width +/- (mm)	Available Space for Pedestrian (exlcuding Mirrors)	available space with Car and Pedestrian (Man 50%ile)	available space with Car and Pedestrian (Woman 50%ile)	Width (incl. mirrors, mm)	+/- (mm)	Available Space for Pedestrian (including Mirrors)	available space with Car and Pedestrian (Man 50%ile)	available space with Car and Pedestrian (Woman 50%ile)
ABARTH	595C	1627	201.8	973	488	533	2150	-321	188.5	-296.5	-251.5
ALFA ROI	GIULIETTA	1798	30.8	802	317	362	2230	-401	154	-331	-286
Audi	A1	1740	88.8	860	375	420	1940	-111	560	75	120
Audi	A3	1816	12.8	784	299	344	1984	-155	532	47	92
Audi	A4	1847	-18	753	268	313	2022	-193	490.5	5.5	50.5
Audi	A5	1846	-17	754	269	314	2029	-200	479.5	-5.5	39.5
Audi	A6	1902	-73	698	213	258	2110	-281	386	-99	-54
Audi	A7	1908	-79	692	207	252	2118	-289	377	-108	-63
Audi	A8	1945	-116	655	170	215	2130	-301	377.5	-107.5	-62.5
Audi	Q2	1794	34.8	806	321	366	2009	-180	483.5	-1.5	43.5
Audi	Q3	1856	-27	744	259	304	2024	-195	492	7	52
Audi	Q4	1865	-36	735	250	295	2108	-279	370.5	-114.5	-69.5
Audi	Q5	1893	-64	707	222	267	2140	-311	336.5	-148.5	-103.5
Audi	Q7	1970	-141	630	145	190	2212	-383	267	-218	-173
Audi	Q8	1995	-166	605	120	165	2190	-361	312.5	-172.5	-127.5
Audi	A1	1740	88.8	860	375	420	1940	-111	560	75	120
Audi	A3	1816	12.8	784	299	344	1984	-155	532	47	92
Audi	A4	1847	-18	753	268	313	2022	-193	490.5	5.5	50.5
Audi	A5	1846	-17	754	269	314	2029		479.5	-5.5	39.5
Audi	A6	1886	-57	714	229	274	2110	-281	378	-107	-62
Audi	A8	1945	-116	655	170	215	2130			-485	-440
Audi	E-tron	1935	-106	665	180	225	2043	-214	503	18	63
Audi	Q3	1849	-20	751	266	311	2024	-195	488.5	3.5	48.5
Audi	Q5	1893	-64	707	222	267	2140	-311	336.5	-148.5	-103.5
Audi	Q7	1970	-141	630	145	190	2212	-383	267	-218	-173
Audi	Q8	1995	-166	605	120	165	2190	-361	312.5	-172.5	-127.5
Audi	TT	1832	-3	768	283	328	1966	-137	567	82	127
BMW	i3	1775	53.8	825	340	385	2039	-210	429	-56	-11
BMW	1-series	1799	29.8	801	316	361	2081	-252	378	-107	-62
BMW	2-series	1800	28.8	800	315	360	2038			-485	-440
BMW	3-series	1827	1.8	773	288	333	2086	-257	384.5	-100.5	-55.5
BMW	4-series	1852	-23	748	263	308	2081	-252	404.5	-80.5	-35.5
BMW	5-series	1868	-39	732	247	292	2126	-297	345	-140	-95
BMW	6-series	1902	-73	698	213	258	2158	-329	314	-171	-126
BMW	7-series	1902	-73	698	213	258	2168	-339	299	-186	-141
BMW	8-series	1902	-73	698	213	258	2137	-308	345.5	-139.5	-94.5
BMW	X1	1821	7.8	779	294	339	2060	-231	420.5	-64.5	-19.5
BMW	X3	1891	-62	709	224	269	2138	-309	338.5	-146.5	-101.5
BMW	X5	2004	-175	596	111	156	2218	-389	275	-210	-165
BMW	Z4	1864	-35	736	251	296	2024	-195	496	11	56
BMW	3 SERIES	1827	1.8	773	288	333	2152	-323	285.5	-199.5	-154.5
BMW	1 SERIES	1800	28.8	800	315	360	2167	-338	249.5	-235.5	-190.5
BMW	5 Series	1860	-31	740	255	300	2181	-352	258.5	-226.5	-181.5
BMW	3 SERIES	1782	46.8	818	333	378	2215	-386	168.5	-316.5	-271.5
BMW	220	1800	28.8	800	315	360	2245	-416	132.5	-352.5	-307.5
BMW	220	1774	54.8	826	341	386	2254	-425	106	-379	-334
CHEVROI	SPARK	1597	231.8	1003	518	563	2244	-415	32.5	-452.5	-407.5
CHRYSLE	GRAN VOY	1954	-125	646	161	206	2224	-395	241	-244	-199
Citroen	Berlingo	1920	-91	680	195	240	2204	-375	254	-231	-186
Citroen	Grand C4	1826	2.8	774	289	334	2117	-288	337.5	-147.5	-102.5
Citroen	C5 Aircross	1840	-11	760	275	320	2099	-270	371.5	-113.5	-68.5
Citroen	C4	1800	28.8	800	315	360	2032	-203	452	-33	12
Citroen	C3 Aircross	1756	72.8	844	359	404	1976	-147	514	29	74
Citroen	C3	1749	79.8	851	366	411	2009	-180	461	-24	21
Citroen	C1 Airscape	1615	213.8	985	500	545	1884	-55	581.5	96.5	141.5
CITROEN	BERLINGO	1976	-147	624	139	184	2140	-311	378	-107	-62
CITROEN	NEMO	1684	144.8	916	431	476	2149	-320	218.5	-266.5	-221.5
CITROEN	DISPATCH	2204	-375	396	-89	-44	2188	-359	420	-65	-20
CITROEN	BERLINGO	2107	-278	493	8	53	2229	-400	310	-175	-130
CITROEN	DISPATCH	2204	-375	396	-89	-44	2236	-407	348	-137	-92
CITROEN	C2	1659	169.8	941	456	501	2241	-412	68	-417	-372
CITROEN	DS4	1810	18.8	790	305	350	2247	-418	134.5	-350.5	-305.5
CITROEN	C2	1659	169.8	941	456	501	2253	-424	50	-435	-390
CITROEN	C1	1630	198.8	970	485	530	2257	-428	29.5	-455.5	-410.5
DACIA	DUSTER	1822	6.8	778	293	338	2192	-363	223	-262	-217
DAIHATS	SIRON	1665	163.8	935	450	495	2186	-357	153.5	-331.5	-286.5
Fiat	500	1683	145.8	917	432	477	1900	-71	591.5	106.5	151.5
Fiat	Panda	1662	166.8	938	453	498	1882	-53	608	123	168
Fiat	Tipo	1796	32.8	804	319	364	2025	-196	460.5	-24.5	20.5
Fiat	Van Talento	1956	-127	644	159	204	2283	-454	153.5	-331.5	-286.5
FIAT	FULLBACK	1815	13.8	785	300	345	2143	-314	293	-192	-147
FIAT	DOBLO	1832	-3	768	283	328	2194	-365	225	-260	-215
FIAT	PUNTO	1660	168.8	940	455	500	2249	-420	56.5	-428.5	-383.5
FIAT	FULLBACK	1815	13.8	785	300	345	2251	-422	131	-354	-309
Ford	Fiesta	1735	93.8	865	380	425	1941	-112	556	71	116
Ford	Eco sport	1765	63.8	835	350	395	2057	-228	397	-88	-43
Ford	Puma	1805	23.8	795	310	355	1930	-101	607.5	122.5	167.5
Ford	Focus	1825	3.8	775	290	335	1979	-150	544	59	104
Ford	Tourneo connect	1835	-6	765	280	325	2137	-308	312	-173	-128
Ford	Kuga	1883	-54	717	232	277	2178	-349	274.5	-210.5	-165.5
Ford	Mondeo	1852	-23	748	263	308	2021	-192	494.5	9.5	54.5
Ford	Mustang	1916	-87	684	199	244	2080	-251	438	-47	-2
Ford	S Max	1916	-87	684	199	244	2137	-308	352.5	-132.5	-87.5
Ford	Galaxy	1916	-87	684	199	244	2137	-308	352.5	-132.5	-87.5
Ford	Explorer	2004	-175	596	111	156	2285	-456	174.5	-310.5	-265.5
Ford	Tourneo custom (van)	1986	-157	614	129	174	2272	-443	185	-300	-255
Ford	ranger	1867	-38	733	248	293	2163	-334	289	-196	-151
Ford	TRANSIT CONN	1835	-6	765	280	325	2135	-306	315	-170	-125
FORD		1828	0.8	772	287	332	2155	-326	281.5	-203.5	-158.5
FORD	TRANSIT	2044	-215	556	71	116	2160	-331	382	-103	-58
FORD	KUGA	1884	-55	716	231	276	2161	-332	300.5	-184.5	-139.5
FORD	TRANSIT	2360	-531	240	-245	-200	2196	-367	486	1	46
FORD	KUGA	1883	-54	717	232	277	2207	-378	231	-254	-209
FORD	TRANSIT	2137	-308	463	-22	23	2208	-379	356.5	-128.5	-83.5

1828.8

Dimensions	Man (Percentiles)			Women (Percentiles)		
	5%	50%		5%	50%	
17-Shoulder Breadth (Bideltoid)	440	485	530	390	440	490

Vehicle designs more than 6 feet wide	242	100 %
Vehicle designs compliant with 6 feet	0	0 %
Vehicle designs more than 2.08m	181	

FORD	TRANSIT	2360	-531	240	-245	-200	2217	-388	454.5	-30.5	14.5
FORD	KA	1827	1.8	773	288	333	2231	-402	167	-318	-273
FORD	B-MAX	1751	77.8	849	364	409	2237	-408	120	-365	-320
FORD	Transit	2360	-531	240	-245	-200	2136	-307	576	91	136
HONDA	JAZZ	1725	103.8	875	390	435	2146	-317	243.5	-241.5	-196.5
HONDA	CIVIC	1765	63.8	835	350	395	2187	-358	202	-283	-238
HONDA	JAZZ	1695	133.8	905	420	465	2200	-371	147.5	-337.5	-292.5
HONDA	CR-V	1855	-26	745	260	305	2205	-376	220	-265	-220
HONDA	CIVIC	1877	-48	723	238	283	2154	-325	307.5	-177.5	-132.5
HYUNDA	IX35	1820	8.8	780	295	340	2159	-330	271.5	-213.5	-168.5
HYUNDA	TUCSON	1865	-36	735	250	295	2173	-344	273	-212	-167
HYUNDA	I30	1760	68.8	840	355	400	2211	-382	163.5	-321.5	-276.5
HYUNDA	I10	1595	233.8	1005	520	565	2256	-427	13.5	-471.5	-426.5
JAGUAR	XF	1877	-48	723	238	283	2145	-316	321	-164	-119
KIA	SPORTAGE	1855	-26	745	260	305	2156	-327	293.5	-191.5	-146.5
KIA	VENGA	1765	63.8	835	350	395	2175	-346	220	-265	-220
KIA	SPORTAGE	1855	-26	745	260	305	2228	-399	185.5	-299.5	-254.5
Land Rover	Range Rover	1990	-161	610	125	170	2220	-391	265	-220	-175
Land Rover	Range Rover Sport	1990	-161	610	125	170	2220	-391	265	-220	-175
Land Rover	Range Rover Velar	1950	-121	650	165	210	2145	-316	357.5	-127.5	-82.5
Land Rover	Evoque	1904	-75	696	211	256	2100	-271	402	-83	-38
Land Rover	Discovery	1990	-161	610	125	170	2220	-391	265	-220	-175
Land Rover	Discovery Sport	1920	-91	680	195	240	2173	-344	300.5	-184.5	-139.5
Land Rover	Defender	1996	-167	604	119	164	2105	-276	440.5	-44.5	0.5
LAND RO	FREELANDER 2	1910	-81	690	205	250	2206	-377	246	-239	-194
LEXUS	300	1845	-16	755	270	315	2171	-342	266	-219	-174
MAZDA	2	1695	133.8	905	420	465	2178	-349	180.5	-304.5	-259.5
MAZDA	2	1695	133.8	905	420	465	2203	-374	143	-342	-297
MAZDA	3	1795	33.8	805	320	365	2214	-385	176.5	-308.5	-263.5
MAZDA	3	1795	33.8	805	320	365	2225	-396	160	-325	-280
MAZDA	3	1795	33.8	805	320	365	2226	-397	158.5	-326.5	-281.5
MAZDA	CX-5	1840	-11	760	275	320	2227	-398	179.5	-305.5	-260.5
MAZDA	CA 5	1840	-11	760	275	320	2260	-431	130	-355	-310
MERC	CLK	1990	-161	610	125	170	2165	-336	347.5	-137.5	-92.5
MERC	CLS	1896	-67	704	219	264	2170	-341	293	-192	-147
MERC	C CLASS	2016	-187	584	99	144	2177	-348	342.5	-142.5	-97.5
MERC	CLA	1857	-28	743	258	303	2184	-355	252.5	-232.5	-187.5
MERC	GLE	2157	-328	443	-42	3	2191	-362	392	-93	-48
MERC	C CLASS	1810	18.8	790	305	350	2223	-394	170.5	-314.5	-269.5
MERC	C CLASS	2016	-187	584	99	144	2232	-403	260	-225	-180
MERC	B CLASS	1786	42.8	814	329	374	2242	-413	130	-355	-310
MERC	C CLASS	1770	58.8	830	345	390	2246	-417	116	-369	-324
Mercedes	A class	1796	32.8	804	319	364	1992	-163	510	25	70
Mercedes	B class	1796	32.8	804	319	364	2020	-191	468	-17	28
Mercedes	E class	1861	-32	739	254	299	2065	-236	433	-52	-7
Mercedes	S class	1921	-92	679	194	239	2109	-280	397	-88	-43
Mercedes	G Wagon	1931	-102	669	184	229	2055	-226	483	-2	43
Mercedes	V Class	1928	-99	672	187	232	2249	-420	190.5	-294.5	-249.5
MINI	COOPER	1925	-96	675	190	235	2220	-391	232.5	-252.5	-207.5
MITSUBI	OUTLANDER	1810	18.8	790	305	350	2153	-324	275.5	-209.5	-164.5
MITSUBI	OUTLANDER	1800	28.8	800	315	360	2258	-429	113	-372	-327
Nissan	Leaf	1788	40.8	812	327	372	1945	-116	576.5	91.5	136.5
Nissan	Qashquai	1838	-9	762	277	322	2084	-255	393	-92	-47
Nissan	E-NV200	1755	73.8	845	360	405	2011	-182	461	-24	21
Nissan	Micra	1743	85.8	857	372	417	1935	-106	569	84	129
Nissan	Juke	1800	28.8	800	315	360	1983	-154	525.5	40.5	85.5
Nissan	Navara	1850	-21	750	265	310	2085	-256	397.5	-87.5	-42.5
Nissan	X Trail	1820	8.8	780	295	340	2060	-231	420	-65	-20
NISSAN	SKYLINE	1780	48.8	820	335	380	2133	-304	290.5	-194.5	-149.5
NISSAN	QAHQAI	1806	22.8	794	309	354	2176	-347	239	-246	-201
NISSAN	MICRA	1743	85.8	857	372	417	2183	-354	197	-288	-243
NISSAN	QASHQAI	1806	22.8	794	309	354	2212	-383	185	-300	-255
NISSAN	QASHQAI	1780	48.8	820	335	380	2239	-410	131.5	-353.5	-308.5
PEUGEOT	308	1815	13.8	785	300	345	2141	-312	296	-189	-144
PEUGOT	207	1748	80.8	852	367	412	2179	-350	205.5	-279.5	-234.5
PEUGOT	PARTNER	2107	-278	493	8	53	2202	-373	350.5	-134.5	-89.5
PEUGEOT	107	1855	-26	745	260	305	2238	-409	170.5	-314.5	-269.5
Range Rover	Freelander 2	1910	-81	690	205	250	2130	-301	360	-125	-80
Renault	Arkana	1821	7.8	779	294	339	2034	-205	459.5	-25.5	19.5
Renault	Zoe	1787	41.8	813	328	373	1945	-116	576	91	136
Renault	Cleo	1798	30.8	802	317	362	1988	-159	517	32	77
Renault	Captur	1797	31.8	803	318	363	2003	-174	494	9	54
Renault	Megane	1875	-46	725	240	285	2058	-229	450.5	-34.5	10.5
Renault	Kadjar	1836	-7	764	279	324	2050	-221	443	-42	3
RENAULT	KANGOO	1672	156.8	928	443	488	2195	-366	143.5	-341.5	-296.5
RENAULT	CLIO	1798	30.8	802	317	362	2255	-426	116.5	-368.5	-323.5
Skoda	Enyaq	1879	-50	721	236	281	2148	-319	317.5	-167.5	-122.5
Skoda	Fabia	1780	48.8	820	335	380	1954	-125	559	74	119
Skoda	Scala	1793	35.8	807	322	367	1988	-159	514.5	29.5	74.5
Skoda	Octavia	1829	0	771	286	331	2003	-174	510	25	70
Skoda	Superb	1864	-35	736	251	296	2031	-202	485.5	0.5	45.5
Skoda	Kamiq	1793	35.8	807	322	367	1988	-159	514.5	29.5	74.5
Skoda	Karoq	1841	-12	759	274	319	2025	-196	483	-2	43
Skoda	Kodiac	1882	-53	718	233	278	2087	-258	410.5	-74.5	-29.5
SKODA	YETI	1793	35.8	807	322	367	2233	-404	147	-338	-293
SKODA	YETI	1793	35.8	807	322	367	2174	-345	235.5	-249.5	-204.5
SMART	FORTWO	1663	165.8	937	452	497	2163	-334	187	-298	-253
SUZUKI	ALTO	1828	0.8	772	287	332	2158	-329	277	-208	-163
SUZUKI	SWIFT	1735	93.8	865	380	425	2162	-333	224.5	-260.5	-215.5
SUZUKI	SX4	1755	73.8	845	360	405	2210	-381	162.5	-322.5	-277.5
Tesla	Model 3	1849	-20	751	266	311	2089	-260	391	-94	-49
Tesla	Model X	1999	-170	601	116	161	2271	-442	193	-292	-247
Tesla	Model S	1964	-135	636	151	196	2187	-358	301.5	-183.5	-138.5
Tesla	Model Y	1850	-21	750	265	310	2129	-300	331.5	-153.5	-108.5
TESLA	3	1850	-21	750	265	310	2250	-421	150	-335	-290
TOYOTA	RAV4	1855	-26	745	260	305	2144	-315	311.5	-173.5	-128.5
TOYOTA	AURIS	1760	68.8	840	355	400	2209	-380	166.5	-318.5	-273.5
TOYOTA	IQ	1680	148.8	920	435	480	2243	-414	75.5	-409.5	-364.5
TOYOTA	COROLLA	1760	68.8	840	355	400	2252	-423	102	-383	-338
TOYOTA	ALPHARD	1830	-1	770	285	330	2259	-430	126.5	-358.5	-313.5
VAUXHAI	Astra	2033	-204	567	82	127	2134	-305	415.5	-69.5	-24.5

VAUXHAI	Insignia	1828	0.8	772	287	332	2142	-313	301	-184	-139
VAUXHAI	CORSA	1828	0.8	772	287	332	2147	-318	293.5	-191.5	-146.5
VAUXHAI	VIVARO	1920	-91	680	195	240	2164	-335	314	-171	-126
VAUXHAI	VECTRA	2036	-207	564	79	124	2169	-340	364.5	-120.5	-75.5
VAUXHAI	VIVARO	1920	-91	680	195	240	2180	-351	290	-195	-150
VAUXHAI	ZAFIRA	2020	-191	580	95	140	2185	-356	332.5	-152.5	-107.5
VAUXHAI	COMBO	2107	-278	493	8	53	2190	-361	368.5	-116.5	-71.5
VAUXHAI	COMBO	2119	-290	481	-4	41	2193	-364	370	-115	-70
VAUXHAI	ZAFIRA	2020	-191	580	95	140	2197	-368	314.5	-170.5	-125.5
VAUXHAI	CORSA	1960	-131	640	155	200	2198	-369	283	-202	-157
VAUXHAI	CORSA	1960	-131	640	155	200	2199	-370	281.5	-203.5	-158.5
VAUXHAI	CORSA	1944	-115	656	171	216	2204	-375	266	-219	-174
VAUXHAI	ASTRA	2033	-204	567	82	127	2222	-393	283.5	-201.5	-156.5
VAUXHAI	ASTRA	2042	-213	558	73	118	2240	-411	261	-224	-179
Volvo	S60	1850	-21	750	265	310	2040	-211	465	-20	25
Volvo	S90	1879	-50	721	236	281	2019	-190	511	26	71
Volvo	V60	1850	-21	750	265	310	2040	-211	465	-20	25
Volvo	V90	1879	-50	721	236	281	2019	-190	511	26	71
Volvo	XC40	1863	-34	737	252	297	2034	-205	480.5	-4.5	40.5
Volvo	XC60	1902	-73	698	213	258	2117	-288	375.5	-109.5	-64.5
Volvo	XC90	1923	-94	677	192	237	2140	-311	351.5	-133.5	-88.5
Volvo	C40	1850	-21	750	265	310	2035	-206	472.5	-12.5	32.5
VOLVO		1830	-1	770	285	330	2182	-353	242	-243	-198
VOLVO	V50	1770	58.8	830	345	390	2201	-372	183.5	-301.5	-256.5
VOLVO	V50	1782	46.8	818	333	378	2221	-392	159.5	-325.5	-280.5
VOLVO	XC90	2008	-179	592	107	152	2261	-432	212.5	-272.5	-227.5
VW	Tiago	1757	71.8	843	358	403	1995	-166	486	1	46
VW	Polo	1751	77.8	849	364	409	1964	-135	529.5	44.5	89.5
VW	T Cross	1760	68.8	840	355	400	1977	-148	514.5	29.5	74.5
VW	Tiguan	1839	-10	761	276	321	2099	-270	371	-114	-69
VW	T Roc	1819	9.8	781	296	341	2012	-183	491.5	6.5	51.5
VW	Touareg	1984	-155	616	131	176	2193	-364	302.5	-182.5	-137.5
VW	Multivan	1904	-75	696	211	256	2297	-468	106.5	-378.5	-333.5
VW	Golf	1790	38.8	810	325	370	2131	-302	298.5	-186.5	-141.5
VW	SHARAN	1904	-75	696	211	256	2137	-308	346.5	-138.5	-93.5
VW	GOLF	1790	38.8	810	325	370	2139	-310	286.5	-198.5	-153.5
VW	CADDY	2062	-233	538	53	98	2148	-319	409	-76	-31
VW	TRANSPORTER	1904	-75	696	211	256	2157	-328	316.5	-168.5	-123.5
VW	T-ROC	1819	9.8	781	296	341	2168	-339	257.5	-227.5	-182.5
VW	PASSAT	1820	8.8	780	295	340	2189	-360	226.5	-258.5	-213.5
VW	GOLF	1790	38.8	810	325	370	2216	-387	171	-314	-269
VW	TRANSPORTER	1904	-75	696	211	256	2218	-389	225	-260	-215
VW	GOLF	1799	29.8	801	316	361	2219	-390	171	-314	-269
VW	PASSAT	1746	82.8	854	369	414	2234	-405	122	-363	-318
VW	TOURAN	1794	34.8	806	321	366	2235	-406	144.5	-340.5	-295.5
VW	GOLF	1790	38.8	810	325	370	2248	-419	123	-362	-317
VW	Crafter	1828	0.8	772	287	332	2138	-309	307	-178	-133
VW	Up	1645	183.8	955	470	515	1910	-81	557.5	72.5	117.5
Seat	Ibiza	1780	48.8	820	335	380	1942	-113	577	92	137
Mercedes	Sprinter	2345	-516	255	-230	-185	2620	-791	-157.5	-642.5	-597.5

Data sources - Automobiledimensions.com plus individual car manufacturers as appropriate

CARS/VANS PASSING THROUGH KEYHOLE BRIDGE 8 March 2022

1829

Time	Direction	Car Reg	Car Make	Car Model	Greater than 6ft, ex wing mirrors?	Greater than 6ft, inc wing mirrors?	Width No Mirror	Delta	Width Inc Mirror	Delta
16.20	WC2P	[redacted]	Range Rover	Freelander 2	YES	YES	1910	-81	2206	
16.20	P2WC	[redacted]	VW	Golf	NO	YES	1790	39	2131	-302
16.21	P2WC	[redacted]	RENAULT	CLIO	NO	YES	1798	31	2255	-426
16.21	P2WC	[redacted]	AUDI	Q3	YES	YES	1856	-27	2024	-195
16.22	P2WC	[redacted]	FORD	FIESTA	NO	YES	1735	94	1941	-112
16.22	WC2P	[redacted]	VW	Polo	NO	YES	1751	78	1964	-135
16.22	P2WC	[redacted]	Renault	Kadjar	YES	YES	1836	-7	2050	-221
16.24	WC2P	[redacted]	NISSAN	SKYLINE	NO	YES	1780	49	2133	-304
16.24	WC2P	[redacted]	VAUXHALL	Astra	YES	YES	2033	-204	2134	-305
16.25	P2WC	[redacted]	BMW	X5	YES	YES	2004	-175	2218	-389
16.25	P2WC	[redacted]	Ford	TRANSIT CON	YES	YES	1835	-6	2135	-306
16.26	P2WC	[redacted]	FORD	Transit	YES	YES	2044	-215	2160	-331
16.26	P2WC	[redacted]	VW	SHARAN	YES	YES	1904	-75	2137	-308
16.27	P2WC	[redacted]	VW	GOLF	NO	YES	1790	39	2139	-310
16.28	P2WC	[redacted]	FORD	Focus	NO	YES	1825	4	1979	-150
16.28	P2WC	[redacted]	CITROEN	BERLINGO	YES	YES	1976	-147	2140	-311
16.29	P2WC	[redacted]	PEUGOT	308	NO	YES	1815	14	2141	-312
16.30	WC2P	[redacted]	FIAT	FULLBACK	NO	YES	1815	14	2143	-314
16.31	P2WC	[redacted]	TOYOTA	RAV4	YES	YES	1855	-26	2144	-315
16.32	P2WC	[redacted]	SKODA	OCTAVIA	NO	YES	1829	0	2003	-174
16.32	P2WC	[redacted]	JAGUAR	XF	YES	YES	1877	-48	2145	-316
16.32	P2WC	[redacted]	HONDA	JAZZ	NO	YES	1725	104	2146	-317
16.32	WC2P	[redacted]	VAUXHALL	CORSA	NO	YES	1828	1	2147	-318
16.32	WC2P	[redacted]	VW	CADDY	YES	YES	2062	-233	2148	-319
16.32	P2WC	[redacted]	VOLVO	XC90	YES	YES	1923	-94	2140	-311
16.32	P2WC	[redacted]	CITROEN	NEMO	NO	YES	1684	145	2149	-320
16.33	P2WC	[redacted]	ABARTH	595C	NO	YES	1627	202	2150	-321
16.34	P2WC	[redacted]	RENAULT	CLIO	NO	YES	1798	31	2255	-426
16.34	P2WC	[redacted]	BMW	3 SERIES	NO	YES	1827	2	2152	-323
16.34	WC2P	[redacted]	FORD	FIESTA	NO	YES	1735	94	1941	-112
16.34	P2WC	[redacted]	VW	TIGUAN	YES	YES	1839	-10	2099	-270
16.34	P2WC	[redacted]	TESLA	MODEL 3	YES	YES	1849	-20	2089	-260
16.35	P2WC	[redacted]	MITSUBISHI	OUTLANDER	NO	YES	1810	19	2153	-324
16.35	P2WC	[redacted]	HONDA	CIVIC	NO	YES	1765	64	2187	-358
16.35	P2WC	[redacted]	KIA	SPORTAGE	YES	YES	1855	-26	2156	-327
16.35	P2WC	[redacted]	MERC	E CLASS	YES	YES	1861	-32	2065	-236
16.35	P2WC	[redacted]	VW	TRANSPORTE	YES	YES	1904	-75	2157	-328
16.36	P2WC	[redacted]	VW	POLO	NO	YES	1751	78	1964	-135
16.37	P2WC	[redacted]	LAND ROVER	DEFENDER	YES	YES	1996	-167	2105	-276
16.37	WC2P	[redacted]	SUZUKI	ALTO	NO	YES	1828	1	2158	-329
16.38	P2WC	[redacted]	HYUNDAI	IX35	NO	YES	1820	9	2159	-330
16.38	P2WC	[redacted]	FORD	TRANSIT	YES	YES	2044	-215	2160	-331
16.38	P2WC	[redacted]	FORD	KUGA	YES	YES	1884	-55	2161	-332
16.39	WC2P	[redacted]	SUZUKI	SWIFT	NO	YES	1735	94	2162	-333
16.39	P2WC	[redacted]	SMART	FORTWO	NO	YES	1663	166	2163	-334
16.39	P2WC	[redacted]	VW	TIGUAN	YES	YES	1839	-10	2099	-270
16.39	P2WC	[redacted]	VAUXHALL	VIVARO	YES	YES	1920	-91	2164	-335
16.40	P2WC	[redacted]	MERC	CLK	YES	YES	1990	-161	2165	-336
16.40	P2WC	[redacted]	BMW	1 SERIES	NO	YES	1800	29	2167	-338
16.40	P2WC	[redacted]	BMW	X3	YES	YES	1891	-62	2138	-309
16.41	P2WC	[redacted]	BMW	1 SERIES	NO	YES	1800	29	2167	-338
16.41	P2WC	[redacted]	VW	T-ROC	NO	YES	1819	10	2168	-339
16.41	P2WC	[redacted]	NISSAN	JUKE	NO	YES	1800	29	1983	-154
16.42	P2WC	[redacted]	VAUXHALL	VECTRA	YES	YES	2036	-207	2169	-340
16.42	P2WC	[redacted]	NISSAN	JUKE	NO	YES	1800	29	1983	-154
16.42	P2WC	[redacted]	BMW	X3	YES	YES	1891	-62	2138	-309
16.43	P2WC	[redacted]	MERC	CLS	YES	YES	1896	-67	2170	-341
16.43	P2WC	[redacted]	AUDI	A6	YES	YES	1902	-73	2110	-281
16.44	WC2P	[redacted]	LAND ROVER	DEFENDER	YES	YES	1996	-167	2105	-276
16.44	WC2P	[redacted]	LEXUS	300	YES	YES	1845	-16	2171	-342
16.45	P2WC	[redacted]	BMW	3 SERIES	NO	YES	1827	2	2152	-323
16.45	P2WC	[redacted]	VW	POLO	NO	YES	1751	78	1964	-135
16.45	P2WC	[redacted]	HYUNDAI	TUCSON	YES	YES	1865	-36	2173	-344
16.45	P2WC	[redacted]	LAND ROVER	DEFENDER	YES	YES	1996	-167	2105	-276
16.45	P2WC	[redacted]	SKODA	YETI	NO	YES	1793	36	2233	-404
16.45	P2WC	[redacted]	KIA	VENGA	NO	YES	1765	64	2175	-346
16.45	P2WC	[redacted]	NISSAN	QAHQAI	NO	YES	1806	23	2176	-347
16.46	WC2P	[redacted]	MERC	C CLASS	YES	YES	2016	-187	2177	-348
16.46	P2WC	[redacted]	AUDI	Q3	YES	YES	1856	-27	2024	-195
16.46	P2WC	[redacted]	MAZDA	2	NO	YES	1695	134	2178	-349
16.47	P2WC	[redacted]	PEUGOT	207	NO	YES	1748	81	2179	-350
16.47	WC2P	[redacted]	VAUXHALL	VIVARO	YES	YES	1920	-91	2164	-335
16.49	P2WC	[redacted]	VOLVO	XC60	YES	YES	1902	-73	2117	-288
16.49	P2WC	[redacted]	NISSAN	MICRA	NO	YES	1743	86	2183	-354
16.49	P2WC	[redacted]	MERC	CLA	YES	YES	1857	-28	2184	-355
16.49	P2WC	[redacted]	FORD	FIESTA	NO	YES	1735	94	1941	-112
16.50	WC2P	[redacted]	VAUXHALL	ZAFIRA	YES	YES	2020	-191	2185	-356
16.51	WC2P	[redacted]	DAIHATSU	SIRON	NO	YES	1665	164	2186	-357
16.51	P2WC	[redacted]	AUDI	A1	NO	YES	1740	89	1940	-111
16.51	P2WC	[redacted]	HONDA	CIVIC	NO	YES	1765	64	2187	-358
16.52	P2WC	[redacted]	CITROEN	DISPATCH	YES	YES	2204	-375	2188	-359
16.52	WC2P	[redacted]	VW	PASSAT	NO	YES	1820	9	2189	-360
16.53	P2WC	[redacted]	VAUXHALL	COMBO	YES	YES	2107	-278	2190	-361
16.53	P2WC	[redacted]	MERC	GLE	YES	YES	2157	-328	2191	-362
16.54	WC2P	[redacted]	MERC	A CLASS	NO	YES	1796	33	1992	-163
16.54	P2WC	[redacted]	LAND ROVER	DISCOVERY	YES	YES	1990	-161	2220	-391
16.54	P2WC	[redacted]	MERC	E CLASS	YES	YES	1861	-32	2065	-236
16.54	P2WC	[redacted]	DACIA	DUSTER	NO	YES	1822	7	2192	-363
16.54	P2WC	[redacted]	VAUXHALL	COMBO	YES	YES	2107	-278	2190	-361
16.55	WC2P	[redacted]	FIAT	DOBLO	YES	YES	1832	-3	2194	-365
16.55	P2WC	[redacted]	RENAULT	KANGOO	NO	YES	1672	157	2195	-366
16.56	WC2P	[redacted]	FORD	TRANSIT	YES	YES	2044	-215	2160	-331
16.56	P2WC	[redacted]	VAUXHALL	ZAFIRA	YES	YES	2020	-191	2185	-356
16.56	P2WC	[redacted]	VAUXHALL	CORSA	NO	YES	1828	1	2147	-318
16.57	WC2P	[redacted]	VAUXHALL	CORSA	NO	YES	1828	1	2147	-318
16.57	WC2P	[redacted]	HONDA	JAZZ	NO	YES	1725	104	2146	-317
16.57	P2WC	[redacted]	VOLVO	V50	NO	YES	1770	59	2201	-372
16.57	P2WC	[redacted]	VW	POLO	NO	YES	1751	78	1964	-135
16.57	P2WC	[redacted]	PEUGOT	PARTNER	YES	YES	2107	-278	2202	-373
16.59	WC2P	[redacted]	MAZDA	2	NO	YES	1695	134	2178	-349
16.58	P2WC	[redacted]	SKODA	OCTAVIA	NO	YES	1829	0	2003	-174
16.58	WC2P	[redacted]	FORD	FIESTA	NO	YES	1735	94	1941	-112
16.59	WC2P	[redacted]	VAUXHALL	CORSA	NO	YES	1828	1	2147	-318
16.59	P2WC	[redacted]	HONDA	CR-V	YES	YES	1855	-26	2205	-376
17.01	P2WC	[redacted]	LAND ROVER	FREELANDER	YES	YES	1910	-81	2206	-377
17.01	WC2P	[redacted]	FORD	KUGA	YES	YES	1884	-55	2161	-332
17.01	WC2P	[redacted]	FORD	FIESTA	NO	YES	1735	94	1941	-112
17.02	P2WC	[redacted]	MERC	E CLASS	YES	YES	1861	-32	2065	-236
17.02	P2WC	[redacted]	FORD	TRANSIT	YES	YES	2044	-215	2160	-331
17.03	WC2P	[redacted]	VOLVO	XC90	YES	YES	1923	-94	2140	-311
17.04	P2WC	[redacted]	FORD	FOCUS	NO	YES	1825	4	1979	-150
17.04	P2WC	[redacted]	TOYOTA	AURIS	NO	YES	1760	69	2209	-380
17.05	WC2P	[redacted]	SUZUKI	SX4	NO	YES	1755	74	2210	-381
17.05	P2WC	[redacted]	CITROEN	C4	NO	YES	1800	29	2032	-203
17.05	P2WC	[redacted]	HYUNDAI	I30	NO	YES	1760	69	2211	-382
17.05	WC2P	[redacted]	NISSAN	LEAF	NO	YES	1788	41	1945	-116
17.05	P2WC	[redacted]	NISSAN	QASHQAI	NO	YES	1806	23	2212	-383
17.05	P2WC	[redacted]	SEAT	KANGOO	NO	YES	1672	157	2195	-366
17.05	P2WC	[redacted]	VW	TIGUAN	YES	YES	1839	-10	2099	-270
17.05	P2WC	[redacted]	MAZDA	3	NO	YES	1795	34	2214	-385
17.06	P2WC	[redacted]	BMW	3 SERIES	NO	YES	1827	2	2152	-323
17.06	P2WC	[redacted]	VW	GOLF	NO	YES	1790	39	2139	-310
17.06	WC2P	[redacted]	FORD	TRANSIT	YES	YES	2044	-215	2160	-331
17.07	P2WC	[redacted]	MERC	A CLASS	NO	YES	1796	33	1992	-163
17.07	P2WC	[redacted]	SKODA	OCTAVIA	NO	YES	1829	0	2003	-174
17.07	P2WC	[redacted]	VW	TRANSPORTE	YES	YES	1904	-75	2157	-328
17.07	P2WC	[redacted]	VW	GOLF	NO	YES	1790	39	2139	-310
17.07	P2WC	[redacted]	MINI	COOPER	YES	YES	1925	-96	2220	-391
17.07	P2WC	[redacted]	VOLVO	V50	NO	YES	1770	59	2201	-372
17.07	P2WC	[redacted]	VAUXHALL	ASTRA	YES	YES	2033	-204	2134	-305
17.07	P2WC	[redacted]	AUDI	Q5	YES	YES	1893	-64	2140	-311
17.08	P2WC	[redacted]	MERC	C CLASS	YES	YES	2016	-187	2177	-348
17.08	P2WC	[redacted]	CHRYSLER	GRAN VOY	YES	YES	1954	-125	2224	-395
17.09	P2WC	[redacted]	MAZDA	3	NO	YES	1795	34	2214	-385
17.10	P2WC	[redacted]	MAZDA	3	NO	YES	1795	34	2214	-385
17.10	P2WC	[redacted]	MAZDA	CX-5	YES	YES	1840	-11	2227	-398
17.11	WC2P	[redacted]	KIA	SPORTAGE	YES	YES	1855	-26	2156	-327
17.11	P2WC	[redacted]	CITROEN	BERLINGO	YES	YES	1976	-147	2140	-311
17.11	P2WC	[redacted]	MERC	A CLASS	NO	YES	1796	33	1992	-163
17.11	P2WC	[redacted]	TESLA	MODEL 3	YES	YES	1849	-20	2089	-260
17.11	P2WC	[redacted]	ALFA ROMEO	GIULIETTA	NO	YES	1798	31	2230	-401
17.11	P2WC	[redacted]	FIAT	500	NO	YES	1683	146	1900	-71
17.11	P2WC	[redacted]	FORD	RANGER	YES	YES	1867	-38	2163	-334
17.12	WC2P	[redacted]	FORD	KA	NO	YES	1827	2	2231	-402
17.12	P2WC	[redacted]	MERC	C CLASS	YES	YES	2016	-187	2177	-348
17.12	P2WC	[redacted]	SKODA	YETI	NO	YES	1793	36	2233	-404
17.12	P2WC	[redacted]	VW	PASSAT	NO	YES	1820	9	2189	-360
17.12	P2WC	[redacted]	VW	TOURAN	NO	YES	1794	35	2235	-406
17.13	P2WC	[redacted]	AUDI	A4	YES	YES	1847	-18	2022	-193
17.13	P2WC	[redacted]	FORD	FOCUS	NO	YES	1825	4	1979	-150
17.13	P2WC	[redacted]	CITROEN	DISPATCH	YES	YES	2204	-375	2188	-359
17.13	WC2P	[redacted]	FORD	B-MAX	NO	YES	1751	78	2237	-408
17.13	WC2P	[redacted]	PEUGOT	107	YES	YES	1855	-26	2238	-409
17.13	P2WC	[redacted]	NISSAN	QASHQAI	NO	YES	1806	23	2212	-383
17.14	P2WC	[redacted]	VAUXHALL	ASTRA	YES	YES	2033	-204	2134	-305
17.14	P2WC	[redacted]	CITROEN	C2	NO	YES	1659	170	2241	-412
17.14	P2WC	[redacted]	MERC	B CLASS	NO	YES	1786	43	2242	-413
17.15	WC2P	[redacted]	TOYOTA	IQ	NO	YES	1680	149	2243	-414
17.15	P2WC	[redacted]	AUDI	A5	YES	YES	1846	-17	2029	-200
17.15	P2WC	[redacted]	CHEVROLET	SPARK	NO	YES	1597	232	2244	-415
17.15	P2WC	[redacted]	FIAT	500	NO	YES	1683	146	1900	-71
17.15	P2WC	[redacted]	BMW	220	NO	YES	1800	29	2245	-416
17.15	P2WC	[redacted]	MERC	C CLASS	YES	YES	2016	-187	2177	-348
17.15	P2WC	[redacted]	CITROEN	DS4	NO	YES	1810	19	2247	-418
17.15	P2WC	[redacted]	VW	GOLF	NO	YES	1790	39	2139	-310
17.15	P2WC	[redacted]	FIAT	PUNTO	NO	YES	1660	169	2249	-420
17.16	P2WC	[redacted]	TESLA	3	NO	YES	1795	34	2214	-385
17.16	P2WC	[redacted]	FIAT	FULLBACK	NO	YES	1815	14	2143	-314
17.16	P2WC	[redacted]	TOYOTA	COROLLA	NO	YES	1760	69	2252	-423
17.16	P2WC	[redacted]	CITROEN	C2	NO	YES	1659	170	2241	-412
17.17	P2WC	[redacted]	VW	TIGUAN	YES	YES	1839	-10	2099	-270
17.17	P2WC	[redacted]	BMW	220	NO	YES	1800	29	2245	-416
17.17	P2WC	[redacted]	RENAULT	CLIO	NO	YES	1798	31	2255	-426
17.17	P2WC	[redacted]	HYUNDAI	I10	NO	YES	1595	234	2256	-427
17.18	P2WC	[redacted]	CITROEN	C1	NO	YES	1630	199	2257	-428
17.19	P2WC	[redacted]	MITSUBISHI	OUTLANDER	NO	YES	1810	19	2153	-324
17.19	P2WC	[redacted]	TOYOTA	ALPHARD	YES	YES	1830	-1	2259	-430
17.19	P2WC	[redacted]	MAZDA	CA 5	YES	YES	1840	-11	2260	-431
17.19	P2WC	[redacted]	FIAT	500	NO	YES	1683	146	1900	-71
17.19	P2WC	[redacted]	VOLVO	XC90	YES	YES	2008	-179	2261	-432
				TOTAL YES		79	180			

NOTE: 6ft = 1829mm
Direction, P2WC = Park to Whitecliff, WC2P = Whitecliff to Park

TOTAL CARS PASSING THRO BRIDGE 180, OF WHICH:

79 were greater than 6ft (ex Wing Mirrors)	79
101 were less than 6ft (ex Wing Mirrors)	101
180 were greater than 6ft (inc Wing Mirrors)	180

CARS/VANS ENTERING PARK FROM KINGLAND ROAD AND PROGRESSING THROUGH PARK TO KB EXIT 18 March 1829

(TA = TURNED OFF AT TWEMLOW AVE, PP = STOPPED IN PARK)

Time	Type	Car Make	Car Model	KB	TA	PP	Greater than 6ft exc. mirrors?	Width No Mirror	Delta	Width Inc Mirror	Delta
15.37		Ford	Fiesta	y	N	N	NO	1735	94	1941	-112
	VAN.	Vauxhall	Astra	y	N	N	YES	2033	-204	2134	-305
		TOYOTA	RAV4	y	N	N	YES	1855	-26	2144	-315
		TOYOTA	IQ	y	N	N	NO	1680	149	2243	-414
		KIA	SPORTAGE	y	N	N	YES	1855	-26	2156	-327
		Renault	Captur	y	N	N	NO	1797	32	2003	-174
		RENAULT	CLIO	y	N	N	NO	1798	31	2255	-426
		Mercedes	C Class	y	N	N	YES	2016	-187	2177	-348
		VW	Transporter	y	N	N	YES	1904	-75	2157	-328
		Ford	Fiesta	y	N	N	NO	1735	94	1941	-112
		VW	Touran	y	N	N	NO	1794	35	2235	-406
		Vauxhall	Astra	y	N	N	YES	2033	-204	2134	-305
		Renault	Megane	y	N	N	YES	1875	-46	2058	-229
		Mazda		3 y	N	N	NO	1795	34	2214	-385
		Audi	Q3	y	N	N	YES	1856	-27	2024	-195
		Mazda		2 y	N	N	NO	1695	134	2178	-349
		Citroen	C4	N	N	y	N/A	1800	29	2032	-203
		Land Rover	Range Rover Sport	y	N	N	YES	1990	-161	2220	-391
		TOYOTA	AURIS	y	N	N	NO	1760	69	2209	-380
		VAUXHALL	VIVARO	y	N	N	YES	1920	-91	2164	-335
		VW	Transporter	y	N	N	YES	1904	-75	2157	-328
		VW	Crafter	y	N	N	NO	1828	1	2138	-309
		Hyundai	I10	y	N	N	NO	1595	234	2256	-427
		HONDA	CR-V	y	N	N	YES	1855	-26	2205	-376
		BMW	3-series	y	N	N	NO	1827	2	2086	-257
		DACIA	DUSTER	y	N	N	NO	1822	7	2192	-363
		Vauxhall	Astra	y	N	N	YES	2033	-204	2134	-305
		VAUXHALL	COMBO	y	N	N	YES	2107	-278	2190	-361
		Skoda	Fabia	N	N	Y	N/A	1780	49	1954	-125
		Honda	Jazz	N	N	Y	N/A	1725	104	2146	-317
		Vauxhall	Zafira	N	N	Y	N/A	2020	-191	2185	-356
		BMW	3 Series	N	Y	N	N/A	1827	2	2152	-323
		Range Rover	Discovery	Y	N	N	YES	1990	-161	2220	-391
		Citroen	C4	Y	N	N	NO	1800	29	2032	-203
		Kia	Sportage	Y	N	N	YES	1855	-26	2156	-327
		Peugeot		107 Y	N	N	YES	1855	-26	2238	-409
		BMW	5 Series	Y	N	N	YES	1860	-31	2181	-352
		Ford	Mondeo	Y	N	N	YES	1852	-23	2021	-192
		Ford	Puma	N	N	Y	N/A	1805	24	1930	-101
		VAUXHALL	VECTRA	N	N	Y	N/A	2036	-207	2169	-340
		Mercedes	E Class	N	N	Y	N/A	1861	-32	2065	-236
		VW	Golf	Y	N	N	NO	1790	39	2139	-310
		VW	Polo	Y	N	N	NO	1751	78	1964	-135
		Ford	Fiesta	Y	N	N	NO	1735	94	1941	-112
		Audi	A4	Y	N	N	YES	1847	-18	2022	-193
		Hyundai	I10	Y	N	N	NO	1595	234	2256	-427
		VW	Transporter	Y	N	N	YES	1904	-75	2157	-328
		Mazda	CX-5	Y	N	N	YES	1840	-11	2227	-398
		Renault	Zoe	Y	N	N	NO	1787	42	1945	-116
		Vauxhall	Astra	N	N	Y	N/A	2033	-204	2134	-305
		Landrover	Freelander 2	Y	N	N	YES	1910	-81	2206	-377
		BMW	X3	N	N	Y	N/A	1891	-62	2138	-309
		Range Rover	Discovery	Y	N	N	YES	1990	-161	2220	-391
		Ford	Mondeo	Y	N	N	YES	1852	-23	2021	-192
		Ford	Kuga	Y	N	N	YES	1884	-55	2161	-332
		SUZUKI	SX4	Y	N	N	NO	1755	74	2210	-381
		Fiat		500 Y	N	N	NO	1683	146	1900	-71
		BMW	3 Series	Y	N	N	NO	1827	2	2152	-323
		VW	Polo	Y	N	N	NO	1751	78	1964	-135
		Landrover	Freelander 2	Y	N	N	YES	1910	-81	2206	-377
		Vauxhall	Insignia	Y	N	N	NO	1828	1	2142	-313
		Citroen	C2	Y	N	N	NO	1659	170	2241	-412
		Mazda	CX-5	Y	N	N	YES	1840	-11	2227	-398
		Honda	Jazz	N	N	Y	N/A	1725	104	2146	-317
		VW	Touran	N	N	Y	N/A	1794	35	2235	-406
		Mercedes	A Class	Y	N	N	NO	1796	33	1992	-163
		HYUNDAI	TUCSON	Y	N	N	YES	1865	-36	2173	-344
		Volvo	V90	N	N	Y	N/A	1879	-50	2019	-190
		Vauxhall	Insignia	Y	N	N	NO	1828	1	2142	-313
		Audi	A4	N	N	Y	N/A	1847	-18	2022	-193
		Mercedes	B class	Y	N	N	NO	1796	33	2020	-191
		HONDA	CIVIC	Y	N	N	NO	1765	64	2187	-358
		BMW	1 Series	Y	N	N	NO	1800	29	2167	-338
		VW	Golf	Y	N	N	NO	1790	39	2139	-310
		Honda	Civic	Y	N	N	NO	1765	64	2187	-358
		VAUXHALL	ZAFIRA	N	N	Y	N/A	2020	-191	2185	-356
		VW	Golf	N	N	Y	N/A	1790	39	2139	-310
		VW	Up	Y	N	N	NO	1645	184	1910	-81
		Ford	KA	Y	N	N	NO	1827	2	2231	-402
		Volvo	XC90	Y	N	N	YES	1923	-94	2140	-311
		VW	Up	Y	N	N	NO	1645	184	1910	-81
		BMW	X1	Y	N	N	NO	1821	8	2060	-231
		Land Rover	Range Rover Sport	Y	N	N	YES	1990	-161	2220	-391
		Seat	Ibiza	Y	N	N	NO	1780	49	1942	-113
		HYUNDAI	TUCSON	Y	N	N	YES	1865	-36	2173	-344
		Ford	Fiesta	Y	N	N	NO	1735	94	1941	-112
		Vauxhall	Corsa	Y	N	N	NO	1828	1	2147	-318
		MERC	GLE	N	N	Y	N/A	2157	-328	2191	-362
		VW	Golf	N	N	Y	N/A	1790	39	2139	-310
		DACIA	DUSTER	Y	N	N	NO	1822	7	2192	-363
		Volvo	S90	Y	N	N	YES	1879	-50	2019	-190
		Masda		3 Y	N	N	NO	1795	34	2214	-385
DPD Van		Mercedes	Sprinter	Y	N	N	YES	2345	-516	2620	-791
		Ford	Kuga	Y	N	N	YES	1884	-55	2161	-332
		Mercedes	C Class	Y	N	N	YES	2016	-187	2177	-348
		VW	Transporter	Y	N	N	YES	1904	-75	2157	-328
		VW	Caddy	Y	N	N	YES	2062	-233	2148	-319
		Audi	A1	Y	N	N	NO	1740	89	1940	-111
		VW	Caddy	Y	N	N	YES	2062	-233	2148	-319
		Fiat		500 Y	N	N	NO	1683	146	1900	-71
		Peugeot		107 Y	N	N	YES	1855	-26	2238	-409
		Nissan	Qashquai	N	N	Y	N/A	1838	-9	2084	-255
		Honda	Civic	Y	N	N	NO	1765	64	2187	-358
		Ford	Focus	Y	N	N	NO	1825	4	1979	-150
		Fiat		500 Y	N	N	NO	1683	146	1900	-71
		PEUGEOT		308 N	N	y	N/A	1815	14	2141	-312
		Ford	Tourneo custom (van)	N	N	y	N/A	1986	-157	2272	-443
		PEUGEOT		107 N	N	y	N/A	1855	-26	2238	-409
		Ford	Focus	Y	N	N	NO	1825	4	1979	-150
		VW	Touareg	Y	N	N	YES	1984	-155	2193	-364
		Mazda		2 Y	N	N	NO	1695	134	2178	-349
		Ford	KA	Y	N	N	NO	1827	2	2231	-402
		Fiat		500 Y	N	N	NO	1683	146	1900	-71
		MINI	COOPER	Y	N	N	YES	1925	-96	2220	-391
		Fiat		500 Y	N	N	NO	1683	146	1900	-71
		Nissan	Micra	Y	N	N	NO	1743	86	2183	-354
		VW	Polo	Y	N	N	NO	1751	78	1964	-135
		Vauxhall	Astra	Y	N	N	YES	2033	-204	2134	-305
		Mercedes	A Class	Y	N	N	NO	1796	33	1992	-163
16.20		Nissan	Qashquai	Y	N	N	YES	1838	-9	2084	-255

TOTAL YES	98	1	21	44
TOTAL NO				53
				97

NOTE: 6ft = 1829mm

Key - KB = passsed through bridge
TA - turned off at Twemlow Avenue
PP - stopped in the park

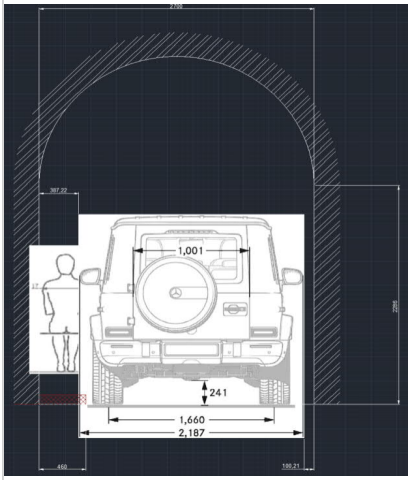
TOTAL CARS PASSING THROUGH BRIDGE 97, OF WHICH:
44 were greater than 6ft (ex Wing Mirrors)
53 were less than 6ft (ex Wing Mirrors)
97 were greater than 6ft (inc Wing Mirrors)
OF THE REMAINING CARS
1 turned off at Twemlow Avenue
21 stopped in the Park

The situation at Keyhole Bridge

Shared Space
Following the reopening of Keyhole Bridge in March 2021, in response to requests for safety improvements, the Council installed 'shared space' signs on the approaches to the bridge. There are two possible interpretations of these signs:

Interpretation 1 – the Council is suggesting that pedestrians and drivers use the bridge at the same time:
Figure 1 demonstrates that in the event of a large vehicle and an average build male there is insufficient space for both vehicle and pedestrian to share the space passing through KB. The master list took all the cars during the two surveys, plus an extensive list of new models, and applied the same analysis to determine the quantity of shared space scenarios which resulted in a true positive delta when both a vehicle and pedestrian were passing through KB at the same time.
What the analysis found was that the majority of vehicles would have no option but to collide with a pedestrian if they didn't either slowdown, take avoiding action (hitting the bridge), or wait until the pedestrian had emerged from the other side of the bridge before entering the bridge themselves. The photos illustrate drivers' unwillingness to do so.

Figure 1 – pedestrian and vehicle sharing the space in KB – note the overlap between pedestrian and vehicle and the vehicle's close proximity to the bridge wall.



Interpretation 2 – the Council is using the signs to indicate a space designed for safe sharing:
Shared space is concept intended to reduce or remove the physical divide between pedestrians, cyclists and motor vehicles. The aim is to improve the urban environment and foster a sense that urban space is for everyone, not just cars. It aims to change driver behaviour, the idea being that drivers will respond in a more caring manner if they know they are sharing the same space as pedestrians and cyclists. Typically, a shared space environment is one where streets are no longer heavily dominated by vehicles and shared space design (for e.g. the removal of detectable kerbs) calms traffic and reduces accidents. The idea is that such an environment may create a more pleasant setting that may tempt people to walk, linger and socialise – if they feel they will be safer. It is noted however that no additional design measures have been put into place at KB and it seems unlikely that the Council is suggesting KB is a shared space in terms of a designed concept.

In addition concerns have been raised regarding the use of shared spaces. Research on Shared Space Streets, a study undertaken by TRL for Transport for London, concluded that there is a self limiting factor on pedestrians sharing space with motorists, of around 100 vph. Above this, pedestrians treat the path taken by motor vehicles as a 'road' to be crossed rather than as a space to occupy. A relationship between visibility, highway width and driver speed was also identified, with a recommended 60 metre sight line for drivers on a 30mph road (i.e. Whitecliff Road). The sight lines at KB are considerably less then 60 metres and the number of vehicles per hour at KB exceeds 100. The UK government's guidance document LTN 1/11 (Using shared space to improve high streets for pedestrians) was withdrawn in August 2018 with one of the most significant factors being pressure from the RNIB due to the risk shared space design presents for blind or partially sighted people.

Wording of the order

The Poole Borough Council in exercise of their powers under section 1 of the Road Traffic Regulation Act , 1967 as amended by Part IX of the Transport Act , 1968 and of all other powers then enabling in that behalf hereby make the following order:
Save as provided in Article 2 of this order no person shall, except under the directions or with the permission of a police constable in uniform, cause any vehicle the width of which, inclusive of any load on the vehicle, exceeds 6 feet to proceed in the length of Whitecliff Road under the Whitecliff Railway Arch.
Nothing in Article 1 of this order shall apply so as to prevent any person from causing any vehicle to proceed in the length of road specified in that Article if the vehicle is being used in connection with any building operation or demolition in that length of road, the removal of any obstruction to traffic in that length of road, the maintenance, improvement or reconstruction of the railway arch or that length of road, or the laying, erection, alteration or repair in that length of road of any sewer or of any main, pipe or apparatus for the supply of gas, water or electricity or of any telegraphic line as defined in the Telegraph Act 1878.
The Interpretation Act 1889 shall apply for the interpretation of this order as it applies for the interpretation of an Act of Parliament.
This order will come into operation on the First day of July One thousand nine hundred and sixty-nine and may be cited as the Poole (Whitecliff Railway Arch) (Width Restriction) Order, 1969

Copy of the order

From: [redacted]@bcpcouncil.gov.uk>
Subject: Whitecliff Railway Arch
Date: 11 January 2022 at 09:54:04 GMT
To: [redacted]@bcpcouncil.gov.uk>

DATED 24th June 1969

POOLE BOROUGH COUNCIL

ROAD TRAFFIC REGULATION ACT, 1967
AS AMENDED BY PART IX OF THE TRANSPORT ACT 1968

ORDER

POOLE (WHITECLIFF RAILWAY ARCH) (WIDTH RESTRICTION) ORDER 1969

M. 14(1) p. 801/68

POOLE BOROUGH COUNCIL

POOLE (WHITECLIFF RAILWAY ARCH) (WIDTH RESTRICTION) ORDER 1969

The Poole Borough Council in exercise of their powers under section 1 of the Road Traffic Regulation Act, 1967 as amended by Part IX of the Transport Act, 1968 and of all other powers them enabling in that behalf hereby make the following order :-

1. Save as provided in Article 2 of this order no person shall, except upon the direction or with the permission of a police constable in uniform, cause any vehicle the width of which, inclusive of any load on the vehicle, exceeds 6 feet to proceed in the length of Whitecliff Road under the Whitecliff Railway Arch.

2. Nothing in Article 1 of this order shall apply so as to prevent any person from causing any vehicle to proceed in the length of road specified in that article if the vehicle is being used in connection with any building operation or demolition in that length of road, the removal of any obstruction to traffic in that length of road, the maintenance, improvement or re-construction of the railway arch or that length of road, or the laying, erection, alteration or repair in that length of road of any sewer or of any main, pipe or apparatus for the supply of gas, water or electricity or of any telegraphic line as defined in the Telegraph Act 1878.

3. The Interpretation Act 1889 shall apply for the interpretation of this order as it applies for the interpretation of an Act of Parliament.

4. This order will come into operation on the First day of July One thousand nine hundred and sixty-nine and may be cited as the Poole (Whitecliff Railway Arch) (Width Restriction) Order, 1969.

THE COMMON SEAL OF THE MAYOR ALDERMEN AND BURGESSES OF THE BOROUGH OF POOLE was hereunto affixed this twenty fourth day of June One thousand nine hundred and sixty-nine in the presence of :-

Mayor

Town Clerk

BCP Council

[redacted]

Business Support Assistant/Records

From: ETRO Response <ETROresponse@bcpcouncil.gov.uk>
Sent: 04 March 2022 16:04
To: [redacted]
Cc: dorsetroadsafety@dorset.PNN.police.uk <dorsetroadsafety@dorset.PNN.police.uk>; Enquiries - Civic Centre <enquiries@bcpcouncil.gov.uk>
Subject: Re: Width

Dear [redacted],

Thank you for your two items of correspondence (as included in the email chain below) regarding the Keyhole Bridge Review on Whitecliff Road. This is formal acknowledgement that your feedback has been registered as part of the consultation. To confirm, your messages have been logged as a query under the reference number KBR 2022_0014. If you feel your messages have been incorrectly classified, please do get in touch and this can be retrospectively altered.
Your feedback will be analysed along with all other written representation that is received. A report will be made available after the consultation setting out the results of this.

Further information about the consultation including background information, frequently asked questions and previous consultation results can be found on the consultation webpage at haveyoursay.bcpcouncil.gov.uk/keyholebridgereview.

With regards to your query, information about the width restriction at the bridge is provided on the FAQs section of the consultation webpage. This can be accessed at haveyoursay.bcpcouncil.gov.uk/keyholebridgereview/widgets/41058/faqs#question12001. A simple summary explanation rather than a copy of the Traffic Regulation Order (TRO) has been provided so it can be easily understood. TROs are documented using a specific layout and terminology, consisting of articles, schedules, and items. These can be confusing for those unfamiliar with them. The summary given includes the pertinent details from the TRO.

The first attachment to this email includes a copy of the TRO which applies at Keyhole Bridge. Please note that the TRO at Keyhole Bridge has been consolidated with other moving TROs into a single moving Order for the entire borough of Poole. This consolidation order can be cited as The Borough of Poole (Various Roads) (Regulation of Traffic Movement and Speed Limits) Order Number 14 and it came into operation on 15 March 2018. Changes to this consolidation order are made through amendment orders.

Parts of the consolidation order which are relevant to Keyhole Bridge are summarised in the table below:

Page number	Article / schedule	Description
viii	Article 2.1	Details the restriction types and which schedule it applies to. Article 2.1 t) deals with width restrictions.
x	Article 2.2	Sets out any exemptions to Article 2.1. The only exemption which applies to Article 2.1 t) is Article 2.2 g).
24	Schedule 2.01	Specifies the width restriction and which street(s) it applies to.

The width restriction that is specified in the TRO is that which allows for a vehicle to travel safely through. The wording in Article 2.1 t) 'inclusive of any load on the vehicle' does mean that the width restriction applies to the width of a vehicle with its external rear-view mirrors. General guidance and advice on the legislative requirements in Great Britain relating to rear-view mirrors is available to view at gov.uk/government/publications/mirrors-on-motor-vehicles/summary-of-requirements-for-mirrors-on-motor-vehicles. It should be noted that vehicle manufacturers tend to specify the width of their vehicles with and without external rear-view mirrors.

The document which you have kindly provided to us (second attachment to this email) is a copy of the Notice of Proposal dated 1 May 1969. This sets out the general effect of the TRO at the time the TRO was consulted on before the Order was made and came into operation.

We hope this information is of use.

Yours sincerely,

[redacted]
Assistant Traffic Engineer
Transport and Engineering
etroresponse@bcpc ouncil.gov.uk

www.bcpcouncil.gov.uk

Appendix F – KMC Planning Limited Transport Technical Report

kmc transport planning

Keyhole Bridge, Poole

Transport Technical Report

March 2022

prepared on behalf of

Keyhole Bridge Group

Document:	Transport Technical Report
Project:	Keyhole Brigde, Poole
Client:	Keyhole Bridge Group
Job Number:	22013

Issue	Date	Status	Approved
1	23.03.22	01	JP
2	24.03.22	02	KM
3	31.03.22	03	JP

Contents

1 Introduction

Context

1.1 KMC is retained by Keyhole Bridge Group to provide a transport review to support the case for the permanent closure of the Keyhole Bridge in Poole to motorised vehicles. The location of Keyhole Bridge is illustrated in **Figure 1.1** below.

Figure 1.1 – Location of Keyhole Bridge, Poole

1.2 Keyhole Bridge in Poole was temporarily closed by Bournemouth, Christchurch and Poole Council (BCP Council) in August 2020 to promote active travel. BCP Council introduced an Experimental Traffic Regulation Order (ETRO) to prioritise walking and cycling on Whitecliff Road at Keyhole Bridge. In accordance with BPC Council's website this was "*to create a safer environment to travel to and through the area on foot or by bicycle*."

1.3 The decision to withdraw the ETRO was made in March 2021 and the bridge was reopened to motorised traffic based on the Council's assessment that the closure would create delays of circa 3 minutes at afternoon peak times on Parkstone Road, which would result in an economic cost of £220,000 per annum.

1.4 A ruling published by the High Court on 18 November 2021 found that in ending the consultation period earlier than had originally been indicated, the Council may have denied the opportunity for those who had not yet contributed to the consultation to do so. In line with that ruling, the Council is carrying out a further period of consultation from 28 February 2022 until 8 April 2022.

1.5 The Council is consulting on three options:

- Option A – leave Whitecliff Road open to all traffic through Keyhole Bridge;
- Option B – re-close Whitecliff Road at Keyhole Bridge to motor vehicles for a further trial period of 6 months using a new ETRO; or
- Option C – permanently close Whitecliff Road at Keyhole Bridge to motor vehicles.

Report Structure

1.6 Section 2 of this report includes a critique of how the closure of the bridge to motor vehicles aligns with national and local policy and the transport strategy of the Council.

1.7 Section 3 of this report summarises the safety considerations of the bridge in the context of recent changes to the Highway Code and the principle of a hierarchy of road users.

1.8 Section 4 of this report provides an Active Travel Economic Case (ATEC) which reviews the present value of benefits (PVBs), from an active travel perspective, that could have been derived from the closure of Keyhole Bridge to motorised vehicles over the Department for Transport's (DfT) standard 20 year appraisal period.

1.9 Although transport interventions can bring a range of benefits and disbenefits, this assessment focuses on the benefits and disbenefits to the users of active modes (e.g. walking and cycling). The appraisal outputs can then be compared to the disbenefits to motorised vehicle users presented by BCP Council in the Portfolio Holder's Final Decision notice, and the benefits and disbenefits presented in the report Data Evidence Whitecliff Road (January 2022).

1.10 Section 5 of this report provides a summary and conclusions.

2 Active Travel Policy Review

2.1 This section of the report reviews the closure of Keyhole Bridge against national and local policy. The economic evaluation of the scheme undertaken by BCP Council concentrates on the disbenefits of the scheme for motor vehicles. KMC considered the scheme assessment should also take into account the benefits for sustainable travel. The assessment undertaken by BCP Council does not take into account the policy context of the opportunities for mode shift to walking and cycling resulting from improving the environment through Keyhole Bridge by removing traffic. Support for active travel aligns with current policy at all levels, which seeks to prioritise active and sustainable travel over vehicular travel.

National Policy and Guidance

National Planning Policy Framework

2.2 The National Planning Policy Framework (NPPF) sets out the government's planning policies for England and how these should be applied. It provides a framework within which locally-prepared plans for housing and other development can be produced. Whilst the closure of Keyhole Bridge to traffic does not form part of a development proposal, NPPF highlights the Government's focus on encouraging sustainable travel to support health, wellbeing and environmental objectives.

Gear Change: A bold vision for walking and cycling

2.3 Gear Change was published in 2020 by the DfT. It's a document that *"aims to kick off the most radical change to our cities since the arrival of mass motoring*". The Government announced in May 2020 £2billion of new funding for cycling and walking. The funding is intended to go towards improving cycle infrastructure, so anyone can ride safely; low-traffic neighbourhoods, to stop rat-running and make it easier to walk and cycle; bus and bike corridors on some main roads; and funding for a rise in e-bikes, all of which will open up cycling to more and different people and make places better for everyone.

2.4 The document goes on to state "*We want to see a future where half of all journeys in towns and cities are cycled or walked. 58% of car journeys in 2018 were under 5 miles. And in urban areas, more than 40% of journeys were under 2 miles in 2017–2018. For many people, these journeys are perfectly suited to cycling and walking*".

2.5 The document sets out the benefits of physically separating cyclists from traffic to give people the confidence to cycle and dramatically increase the numbers of people cycling. It states that "*if it is necessary to reallocate road space from parking or motoring to achieve this, it should be done*". The document refers to a number of case studies where cycling has substantially increased following cycle

improvements (e.g. 55% increase in cyclists on Blackfriars Bridge in the six months after a protected bike track was installed).

2.6 Gear Change advocates providing safe, low-traffic cycling by closing roads to through traffic, usually with simple point closures and comments that this may be useful where the road is too narrow for a separated cycle lane.

2.7 The Government announced the establishment of Active Travel England (ATE) as part of a new cycling and walking plan set out in Gear Change.

2.8 ATE is a new executive agency that builds on the Government's commitment to boost cycling and walking and deliver a healthy, safe and carbon-neutral transport system. ATE aims to ensure that investment in active travel delivers the priorities for a healthy, safe and carbon-neutral transport system and in doing so will help raise the standard of cycling and walking infrastructure. ATE will manage the national active travel budget. It will also inspect, and publish reports on highway authorities for their performance on active travel, and identify particularly dangerous failings in their highways for cyclists and pedestrians. In these regards, the commissioner and inspectorate will perform a similar role to Ofsted from the 1990s onwards in raising standards and challenging failure.

2.9 The ATE website (www.activetravel.org.uk) provides a wealth of information on the funding sources, evidence, research, information/guidance and case studies relating to local cycling and walking infrastructure plans for local authorities. Whilst this includes economic assessment, it also highlights the importance of considering:

1. Linking active travel and public transport to housing growth and planning

2. The role of active travel in improving health

2.10 The health benefits of active travel are relevant to the Keyhole Bridge scheme. These benefits are not accounted for in the Council's economic assessment. The Active Travel Toolbox written by Sustrans (https://www.sustrans.org.uk/about-us/) advocates that:-

"One of the major attractions of cycling and walking is the positive benefits for public health and wellbeing. Active travel is an important means of building physical activity into our daily routines, also improving air quality and mental health. The health toolkit includes:

- *How walking and cycling can improve health and wellbeing in the workforce.*
- *Improving air quality through active transport.*
- *The role of walking and cycling in improving mental health."*

2.11 The advantages of active travel on physical and mental health include economic benefits such as:

- Lower turnover rates and reduced absenteeism;
- Improved productivity and employee morale; and
- Lower health care costs.

2.12 Sustrans acknowledge that more needs to be done to improve links between transport, health and wellbeing nationally and locally, including how we account for mental health outcomes in transport planning.

Local Policy and Guidance

Local Transport Plan 3: Bournemouth, Poole and Dorset Strategy (2011 – 2026)

2.13 The Local Transport Plan 3 (LTP3) sets out a strategy to deliver transport infrastructure across Dorset (comprising the three authority areas of Bournemouth, Poole and Dorset).

2.14 Section 2 of the LTP3 covers managing and maintaining the existing network more efficiently. The relevant key points from the chapter are summarised below:

> *"Prioritising 'best use' which achieves a wide range of objectives - such as environmental, safety and accessibility - not just maximising capacity for motor vehicles."*

> *"Managing roads to balance different user needs and to reflect the local context and their wider function in place shaping."*

2.15 LTP3 states that the established road user hierarchy in LTP3 Figure 7.2 will continue to be applied where appropriate. **Figure 2.1** below reproduces the road user hierarchy set out in Figure 7.2 of LTP3.

Figure 2.1 – Road User Hierarchy (Fig 7.2 of LTP3)

2.16 Policy D-1 aims to re-allocate road space to give priority to buses, cyclists, and pedestrians to increase the efficiency of the highway network.

2.17 Section 8 of LTP3 covers active travel and "greener" travel choices. Relevant key points include:

> *"Promoting a long-lasting culture of cycling and walking, and public transport use, where the private car is no longer the "natural" choice where suitable alternatives exist."*

"Creating attractive, functional, "people-friendly" places which also encourage walking and cycling."

2.18 Paragraph 8.1.1 states *"a key focus of the LTP3 is to increase the modal share of walking and cycling by encouraging transfer from the many shorter distance journeys currently made by car."*

2.19 Policy E-1 plans to improve the pedestrian and cyclist environment by giving greater priority to these modes, whilst also making them safer by reducing volumes of traffic and providing attractive transport infrastructure to cyclists and pedestrians.

2.20 Paragraph 8.2.1 asserts "*Many people are discouraged from walking and cycling because of the danger (both real and perceived), pollution and intimidation caused by passing traffic, and because of breaks in the continuity of networks. The LTP3 aims, in the first instance, to create more extensive people-friendly environments which encourage people to walk and cycle regularly out of choice. This will be supported by road safety measures, reducing the dominance of motor vehicles, and re-allocating road space."*

2.21 **Figure 2.2** below is the summary included at the end of Chapter 8 of the LTP3 which outlines how active travel and "greener" travel choices will contribute to LTP3 goals.

Figure 2.2 – How Active Travel and Greener Travel Choices will contribute to LTP3 Goals (Figure 8.16 of the LTP3)

Supporting economic growth	- More active travel contributing to reduced economic costs of physical inactivity - A reduction in single occupancy car trips, particularly for shorter distance utility trips, with higher levels of walking and cycling contributing to reduced congestion, primarily in urban centres - Greater opportunities to provide attractive, car-free and shared spaces which increase footfall and support local businesses - Promotion of local "green fuel" technology business, supporting the Green Knowledge Economy
Tackling climate change	- Greater awareness and uptake of lower carbon travel choices for journeys to work and school - A long lasting cultural change towards more sustainable travel choices - Reduced carbon footprint of tourist related travel in the LTP area - "Greener fuel" vehicles accounting for a greater proportion of all vehicles in the LTP area
Better safety, security and health	- Increased modal share of walking and cycling resulting in higher levels of physical activity, lower levels of obesity and improved general health - Vibrant communities with greater people activity resulting in increased natural surveillance and, therefore, reduced crime and fear of crime
Equality of opportunity	- Better access to a range of services by the affordable options of walking and cycling - More accessible and widely available information for all to inform travel decision making
Improve Quality of Life	- People more able to explore and enjoy Dorset's outstanding natural environment by walking and cycling - Higher quality public realm creating pedestrian and cyclist friendly environments - Protection and enhancement of Dorset's attractive built and natural environments

2.22 The closure of Keyhole Bridge to motorised vehicles is wholly in accordance with the LTP3 which aims to prioritise walking and cycling, reducing the dominance of the car and re-allocating road space.

BCP Council Local Cycling & Walking Infrastructure Plan

2.23 The Local Cycle and Walking Infrastructure Plan (LCWIP) will be BCP Council's long-term strategic plan setting out the cycling and walking vision and the infrastructure that is required across the area in line with the Governments Gear Change plans. Public consultation on the LCWIP document took place between 1 November - 12 December 2021. The Council are currently reviewing the consultation feedback.

2.24 The document includes the target for 55% of primary school children to walk (or scoot/cycle) to school by 2025, and reaffirms the national policies to support walking and cycling to improve health and reduce congestion:

"Enabling residents to make short journeys by walking or cycling will reduce congestion and create health benefits for our residents. It will also help free up the roads for those who need or want to drive". (Councillor Mike Greene, Portfolio Holder Transport and Sustainability)

2.25 Section 7 of the document discusses the need to maintain quiet routes for walking and cycling:

"Many roads which previously had low traffic levels are now used as short-cuts to avoid congestion or traffic lights. As a result, these streets accommodate greater traffic volumes than originally designed for often travelling at inappropriate speeds. This extra traffic causes negative impacts such as delays on the main roads as drivers divert onto and off of them to/from residential streets, increased noise and air pollution, accidents, reduced interaction with neighbours, and an overall less pleasant living environment. Quiet routes for walking or cycling are therefore not as safe or as attractive as they could be."

Policy Summary

2.26 National and local policy share a clear aim in encouraging sustainable travel, particularly for short journeys, by prioritising walking and cycling over car travel. This includes supporting the reallocation of road space to sustainable modes to make active travel appealing and give more people the confidence to walk and cycle.

2.27 The health benefits of walking and cycling on both physical and mental health are well documented and a key driving force behind policies to maximise the use of these modes.

The re-opening of Keyhole Bridge to traffic is not in line with the Council's own policies to reduce the negative impacts of traffic on walking and cycling journeys. It does not accord with the long term vision to support a mode shift to sustainable modes which over time, will help tackle the wider issue of congestion.

3 Safety Considerations

3.1 The Portfolio Holder Decision Record (decision date not before 25 January 2021) highlights that one of the aims of Whitecliff Road scheme is specifically *"to create a safer environment to travel to and through the area on foot and/or by bicycle with safer and more sustainable access to the Poole park area. A further aim is to reduce the number of vehicles driving through Poole Park itself."*

3.2 Recent changes to the Highway Code introduced a hierarchy of road users to improve the safety of people walking, cycling and riding horses. A similar hierarchy is noted in Local Transport Plan 3: Bournemouth, Poole and Dorset (strategy 2011- 2026).

3.3 When considering safety it is important to recognise that the perception of safety is an important factor in increasing participation in active travel while perception of risk supresses active travel. In 2018 the Department for Transport commissioned and published Cycling and Walking Safety: a Rapid Evidence Assessment for the Department for Transport which states the following:

> *In the UK, recent high-profile incidents involving cyclists and pedestrians led to an urgent review of cycling safety and have focussed attention on the risk and perceived risk of cycling and walking (Department for Transport 2018). Maximising participation in walking and cycling necessitates that cyclists and pedestrians feel safe. Pedestrian and cyclist perceptions of safety will, in turn, be influenced by actual levels of safety. (pg7)*

3.4 The schedule of representation included in the Portfolio Holder Decision Post Engagement report includes numerous references to pedestrian and cyclist's safety concerns. For example:

> *'I have 3 young children and we regularly use the route. It brings great peace of mind knowing we are not going to be met by vehicular traffic coming the other way.'*
>
> *'I breathe a sigh of relief when I enter the 'closed to traffic roads' as I know at this point I am safe and do not have to battle with cars to get through keyhole bridge on my way to Whitecliff.'*
>
> *'…in the past it always scared me, especially when pushing a pushchair, as I'd have to push it into to road where the path narrows, into the path of potential oncoming traffic on a blind corner. It feels so much safer now.'*

3.5 Comments also make it clear that these safety concerns extend further than the bridge, for example:

> *'It has also stopped car speeding along the roads leading up to the bridge from both sides.'*
>
> *'The (Whitecliff) road has become safer without the traffic cutting through the park as this traffic is now non existent. The road can't cope with parking and with fast flowing two way traffic.'*

'Less dangerous to cross road, less dangerous for those parking to visit white cliff play park as less cars and they aren't speeding through a 'rat run'

3.6 The bridge is very narrow (2.7m wide) with no footway. (There is a narrow ledge 46 cm wide on one side however this falls far short of the minimum recommended width for a footway). As documented in the Council's Decision Record, there were three road casualties at or near to the bridge in the last 10 years. Two of these were at the bridge itself and in both cases, pedestrians were struck by vehicles negotiating the narrow passage under the bridge. As noted in the Decision Record, the approaches to the bridge, particularly from the Whitecliff side have poor visibility, which mean that pedestrians have to step into the highway not knowing whether or not a car is approaching from the opposite end (Parkside).

3.7 The Decision Record goes on to comment that there have been no formally recorded casualties reported to the Council during the trial itself and that officers have recently been alerted to concerns regarding "speeding cyclists" and near misses with pedestrians as a result of the closure to vehicular traffic. However Council observations did not identify any problems and it is acknowledged within the Decision Record that this can be addressed through introducing other physical measures to force cyclists to slow down.

3.8 The Council's Decision Record discusses the implication of removing the closure for vulnerable groups and states that *"there are some negative impacts on pedestrians, including the young, elderly and disabled who will find it more difficult to travel through keyhole bridge safely. However, making the route more attractive to cyclists may increase the frequency and speed of cyclists and the consequential risk of pedestrians individuals being struck by cyclists if the measure is not removed (this could addressed by adjusting the existing measur*e)." The Council's equalities assessment recognised the disbenefits as well as the benefits of the bridge closure but concluded that *"the decision (to reopen the bridge) may be regarded as negative overall."*

3.9 KMC considers that there are cost effective measures that could be implemented to minimise the potential for collision between pedestrians and cyclists. Conversely, if the bridge were to remain open to vehicular traffic, making improvements that would improve safety between pedestrians/cyclists and motor vehicles to acceptable standards is more difficult and costly within the constraints of the bridge.

4 Active Travel Economic Case

Introduction

4.1 This section of our report summarises the economic case for the closure of Keyhole Bridge to vehicular traffic.

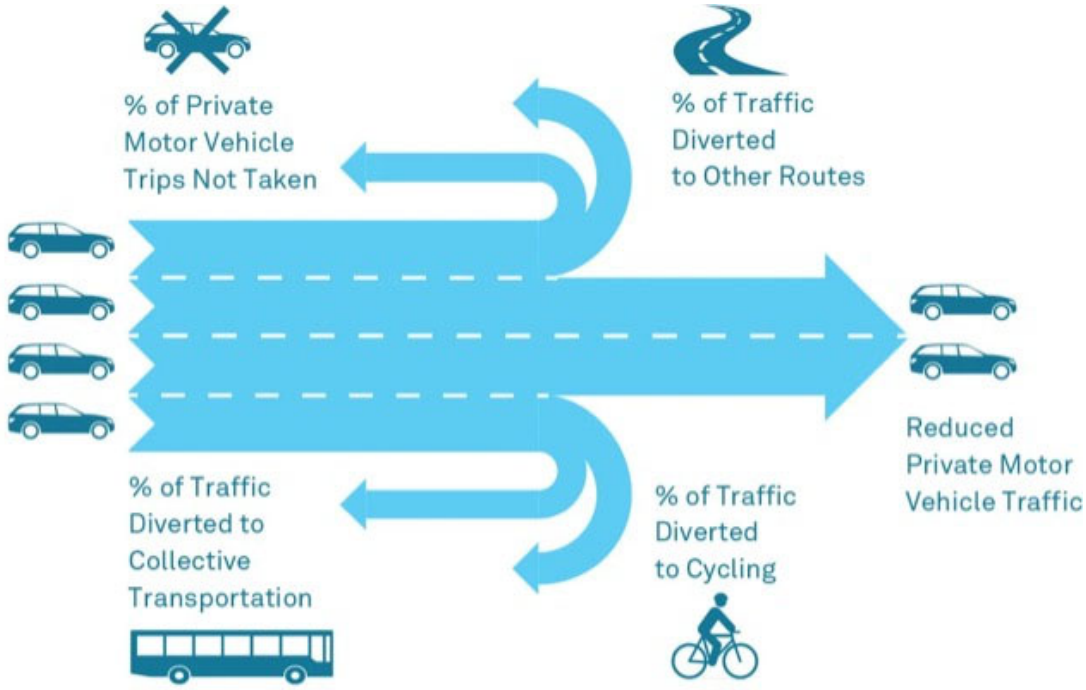
4.2 The economic case is split into three sub-sections. The first two sections review and challenge the economic disbenefits presented by BCP Council (also referred to as the Council), and the third reviews and challenges the Council's forecast active travel benefits.

Traffic Evaporation

Overview

4.3 Traffic evaporation describes the phenomenon of how traffic 'disappears' when road space is reallocated from private vehicles to more sustainable modes of transport such as walking, cycling and public transport. As summarised in **Figure 4.1** below, 'you get the traffic you build for'.

Figure 4.1: A Visual Illustration of the Traffic Evaporation Effect



Traffic Evaporation. Research shows that when road capacity is shifted to other modes, some peak-period traffic disappears from the network. Drivers shift to other modes, make trips at other times, or shift destinations.

Source: Global Street Design Guide

4.4 A study by Cairns et al (2002), building on their earlier seminal publication of the 'Evidence on the Effects of Road Capacity Reduction on Traffic Levels', showed that, after an initial 'settling in period', where road capacity was reduced for private cars the mean average traffic reduction was 21.9% and the median was 10.6%. Cairns et al (2002) identified the median percentage of 10.6% as a better reflection of central tendency.

4.5 Cairns et al (2002) explore the reasons for this reduction in traffic following road space reallocation, stating that the explanations are often more complex than had traditionally been assumed in traffic models. A number of reasons are cited, including:

- People switching mode of transport to active and public transport;
- People adjusting journey times to avoid peak times when travelling by car;
- People modifying their route; and,
- Increasingly, people choosing to work from home for all or part of the week (a possibility available to more people since the COVID-19 pandemic began) and, for other journey purposes, people simply not making the journey.

4.6 A significant research base demonstrates there is a direct correlation between road space reallocation and behaviour change, but, as Cairns et al (2002) acknowledged, this is not an overnight process. For example, the Cairns et al (2002) report showed that there was typically a short 'settling in period' after the reduction of road capacity for private cars. Here, traffic flows initially increased, before reducing as new patterns of behaviour became established.

4.7 Whilst the Cairns el al paper is from 2002 it is a seminal paper on transport planning that is still valid and used in current transport analysis. It brought together experience from 70 case studies on road space reallocation from general traffic, across 11 countries, with opinions from 200 transport professionals.

4.8 It is supported by a range of other important publications on so-called 'induced traffic'; the concept whereby new highway capacity generates traffic (and the converse whereby reducing capacity leads to traffic evaporation). This includes the Government's SACTRA report which acknowledged the phenomenon of induced traffic back in 1994.

Application

4.9 The Council's economic disbenefits calculation on Poole Park Road did not account for the traffic evaporation phenomenon. In light of this, KMC suggests that the Council's reported level of traffic disbenefits is likely to be an overestimation.

4.10 KMC has thus applied Cairns et al (2002) average mean (21.9%) and median (10.6%) traffic evaporation percentages to the Council's calculations under two different scenarios. These scenarios are set out below.

4.11 KMC also recognises that if the net number of vehicles using Parkstone Road was reduced due to traffic evaporation, this would also reduce journey delays.

4.12 Indeed, generally speaking, there is a strong relationship between traffic flow and delay. Simply put, the more traffic there is on a network, the greater the level of delay.

4.13 In uncongested conditions, and when a network is operating well within capacity, increasing levels of traffic flow tend to have a relatively minor effect on speeds and hence delays. However, as capacity is approached, speeds reduce more significantly and hence delays per vehicle increase.

4.14 The reverse is true when traffic flows are reduced. If traffic on a network reduces, then average speeds typically increase and delays per vehicle correspondingly decrease.

4.15 These impacts are typically assessed using a traffic model of a study area or longer-term observed journey times. We note that the Council's report Data Evidence Whitecliff Road (January 2022) includes a SATURN model but only uses the highway element of the model which is a fixed trip matrix and makes no allowance for traffic evaporation. Despite this the report shows that modelled journey times appear relatively unaffected by the closure of Keyhole Bridge. KMC does not have access to a forecasting model for Poole. However, as noted above, and evidenced by the Council's own SATURN model, the observed journey times used in the Council's assessment are not considered reflective of the longer-term impacts of the Keyhole Bridge closure.

4.16 In the absence of access to a traffic model, KMC has used the Department for Transport's (DfT) COBA manual (2021) to infer potential reductions in delay as a result of traffic evaporation. The COBA manual includes speed/flow curves which show the theoretical relationship between speed and flow for different categories of links. It is accepted that the application of link-based speed flow curves to network-wide traffic flow changes, such as those resulting from the closure of Keyhole Bridge, should be treated with caution. However, we have used the published curves to derive estimates of potential changes in delay that might result from the traffic evaporation effects described above.

4.17 **Table 4.1** below applies the speed/flow formula set out in the COBA manual for urban roads (Chapter 4, Part 5, Paragraph 4.5) as an appropriate proxy for the local network. We have estimated average speeds based on both the Council's observed flows on Parkstone Road on a weekday during the school term time (16:00-18:00), and those flows minus 10.6% (Cairns et al) to represent long term traffic evaporation impacts.

Table 4.1: Extractions from Figure 9/5 of the COBA Manual

Direction on Parkstone Road	Observed 2-hour flow (16:00-18:00 weekday)	Hourly flow in each direction (16:00-18:00 weekday)	Average speed at observed flow (from COBA)	Hourly flow (with traffic evaporation)	Average speed (from COBA)	Ratio of speeds
Outbound (Eastbound)	1,708	854	22.38kph	768.6	24.942kph	0.83
Inbound (Westbound)	2,150	1,075	15.75kph	967.5	18.975kph	0.90

Source: The flows were derived from the Portfolio Holder Decision Post Engagement Final Decision

4.18 **Table 4.2** below applies the speed ratio factors in **Table 4.1** to the per-vehicle delays estimated by the Council as a proxy estimation of how delays might reduce due to lower levels of traffic flow.

Table 4.2: Reduced Vehicle Delay with COBA Factors Applied assuming 10.6% (median) traffic evaporation

Direction on Parkstone Road	Pre-evaporation delay (secs)	Post-evaporation delay (secs)
Outbound (Eastbound)	202	168
Inbound (Westbound)	38	34

Source: Council observed delays when Poole Park closed (Portfolio Final Decision) and KMC application of DfT formulae

Traffic Evaporation Scenarios

4.19 Four scenarios have been developed that consider the impact of traffic evaporation on congestion and journey time delay:

- **Scenario 1a**: 10.6% (median evaporation) reduction in traffic flows applied to the number of vehicles travelling on Parkstone Road inbound and outbound from Poole between 16:00 and 18:00.
- **Scenario 1b**: 21.9% (mean evaporation) reduction in traffic flows applied to the number of vehicles travelling on Parkstone Road inbound and outbound from Poole between 16:00 and 18:00.
- **Scenario 2a**: 10.6% (median evaporation) reduction in traffic flows + COBA derived factors to estimate a reduction in the total additional journey delays per year (with median traffic evaporation).

- **Scenario 2b**: 21.9% (mean evaporation) reduction in traffic flows + COBA derived factors to estimate a reduction in the total additional journey delays per year (with median traffic evaporation).

4.20 **Table 4.3** demonstrates how, under the scenarios set out above, the Council's forecast level of disbenefit per annum would be reduced if the traffic evaporation phenomenon was applied to their calculations.

Table 4.3: Level of disbenefit in traffic evaporation scenarios

Scenario	Level of Disbenefit per annum
Council's Assessment	£219,666
Scenario 1a	£196,388
Scenario 1b	£171,564
Scenario 2a	£165,703
Scenario 2b	£144,758

4.21 KMC proposes to use Scenario 2a as a core scenario; Scenario 2a applies the median traffic evaporation effect of 10.6% and COBA derived factors to estimate a reduction in the total additional journey delays per year.

4.22 Under Scenario 2a the Council's forecast level of disbenefits would be reduced to **£165,703** per annum.

Vehicle Occupancy

4.23 The Council's current economic disbenefit calculations have been undertaken based on a car occupancy rate of 1.43 for 'general cars'. This number has been extracted from the TAG data book (see Table A.1.3.3) and is based on the occupancy rate for an 'average car journey' in the UK between the hours of 16:00 and 19:00.

4.24 Parkstone Road is, however, a key commuter corridor that serves major employment areas in Poole. As a result, Parkstone Road has a highly tidal profile of westbound (in the AM peak) and eastbound (in the PM peak) traffic flows. Furthermore, the traffic flows are based on delays that occur between 16:00 and 18:00. Therefore, it is considered more robust to base the car occupancy rate on the DfT's 'commuting car journey' occupancy rate of 1.14.

4.25 The Council calculated traffic disbenefits of **£2,365,000**, based on a vehicle occupancy rate of 1.0, discounted to 2010 prices, over a 20 year appraisal period.

4.26 Taking an average vehicle occupancy of 1.43 persons would increase the dis-benefit to **£3,382,000**, discounted to 2010 prices (paragraph 4.4 of the BCP Council Data Evidence Report, January 2022).

However, based on the evidence set out above, KMC considers that the average vehicle occupancy rate should be changed to 1.14 persons.

4.27 The application of the 1.14 vehicle occupancy ratio to the (1) Council's calculated congestion disbenefits and (2) KMC's recalculation of these disbenefits with the Scenario 2a traffic evaporation reductions, over a 20 year appraisal period, is set out below:

1. Council's calculated annual disbenefit with 1.14 vehicle occupancy: **£2,696,100** discounted to 2010 prices; and,

2. Scenario 2a traffic evaporation scenario with 1.14 vehicle occupancy: **£1,865,116** discounted to 2010 prices.

4.28 KMC proposes to treat Scenario 2a (with a 1.14 vehicle occupancy rate applied) as our core scenario in our Value for Money assessment.

4.29 It is also notes that the 2016 traffic survey was conducted in July/August which are peak times for traffic in the BCP area (see BCP Council's report Data Evidence Whitecliff Road (January 2022) Figure 2.5 – A350 Parkstone Road Weekly Traffic Profile 2016). The Council have assumed that July/August data can be expanded to estimate annual congestion 'disbenefits'; this approach may overstate the impact.

Walking and Cycling Benefits Review

4.30 The Council's existing Active Mode Appraisal Toolkit (AMAT) calculations are based on the closure of Keyhole Bridge leading to a 20% increase in cycle flows; however, the baseline flows are derived from a different "cycle infrastructure intervention in Weymouth". The Council's AMAT model inputs also assume a 12% increase in pedestrian flows based on national Living Streets data; however, the source of the pedestrian trips is not evidenced in their AMAT model.

4.31 The use of the Weymouth scheme AMAT outputs is not considered to be appropriate for the Keyhole Bridge scheme, especially when the Keyhole Bridge Community Group undertook walking and cycling counts both during the trial closure period (February 2021) and after Keyhole Bridge reopened to motorised vehicle traffic (September 2021).

4.32 Within the Council's AMAT spreadsheets a scheme cost of £100,000 has been inputted into the User Interface Cost tab and optimism bias has been set at 15%. The origin of this scheme cost is not confirmed and given the nature of the scheme, is likely to be an overestimation. Furthermore, the application of 15% optimism bias to this cost is also considered inappropriate, given the assessment is

retrospective and the cost of the scheme should thus be known. However, for consistency, KMC has retained this assumption in our calculations.

Our Approach

4.33 The trial closure of Keyhole Bridge was effective between 14th August 2020 and March 1st 2021.

4.34 The Keyhole Bridge Community Group undertook traffic counts whilst Keyhole Bridge was closed to motor vehicles on the 26th February 2021 between 15:30 and 18:00. The surveys took place towards the end of the trial period, by which time new active travel behaviours would have likely been established. Had the closure been in place for a longer period of time, it is quite possible that even greater use of active modes would have been observed as further behavioural adaptions took place.

4.35 Approximately five months after the reopening of Keyhole Bridge to motorised vehicle traffic, Keyhole Bridge Community Group undertook another traffic survey in September 2021.

4.36 Within our AMAT calculations KMC has used the September 2021 traffic surveys to inform the 'without scheme' traffic flow scenario, and the February 2021 surveys to inform the 'with scheme' scenario.

4.37 Both surveys were undertaken between 15:30 and 18:30. The total number of pedestrian and cycle flows in the 'without scheme' scenario, when Keyhole Bridge was open to motor vehicles, and the 'with scheme' scenario, when Keyhole Bridge was closed to motor vehicles, are presented below.

With Scheme

- Pedestrian trips: 632
- Cycling trips: 151

Without Scheme

- Pedestrian trips: 180
- Cycling trips: 67

Difference

- Pedestrian trips: +452
- Cycling trips: +84

4.38 The DfT's AMAT model requires pedestrian and cycling flows to be inputted in a daily format. Therefore, KMC used factors derived from the DfT's pedal cycle traffic distribution table (Table TRA0405) to convert the flows into a daily format (12-hour day). This dataset was used to derive the factors due to the wide range of data available, including flows across all days of the week and months

of the year to eliminate seasonal bias. As there is no national or local publicly available pedestrian dataset that met the same parameters, it was considered robust to use the same dataset as a proxy for pedestrians trips.

4.39 The calculated 12 hour daily flows for the 'with' and 'without' scenarios are set out below:

With Scheme

- Pedestrian trips: 3,350
- Cycling trips: 800

Without Scheme

- Pedestrian trips: 954
- Cycling trips: 355

Difference

- Pedestrian trips: +2,396
- Cycling trips: +445

4.40 Based on the assumption that 954 walking trips and 355 cycling trips represent the baseline (without scheme) daily flows, and 3,350 walking trips and 800 cycling trips represent the 'with intervention' daily flows, the active travel derived scheme benefits derived from AMAT would be **£10,400,417** (based on a 20 year appraisal period).

The Influence of the COVID-19 Pandemic on Walking and Cycling Trips

4.41 It is acknowledged that the data presented above is based on surveys undertaken during the COVID-19 pandemic. We have therefore taken the opportunity to review the influence of the pandemic on walking and cycling trips.

During COVID-19 lockdowns

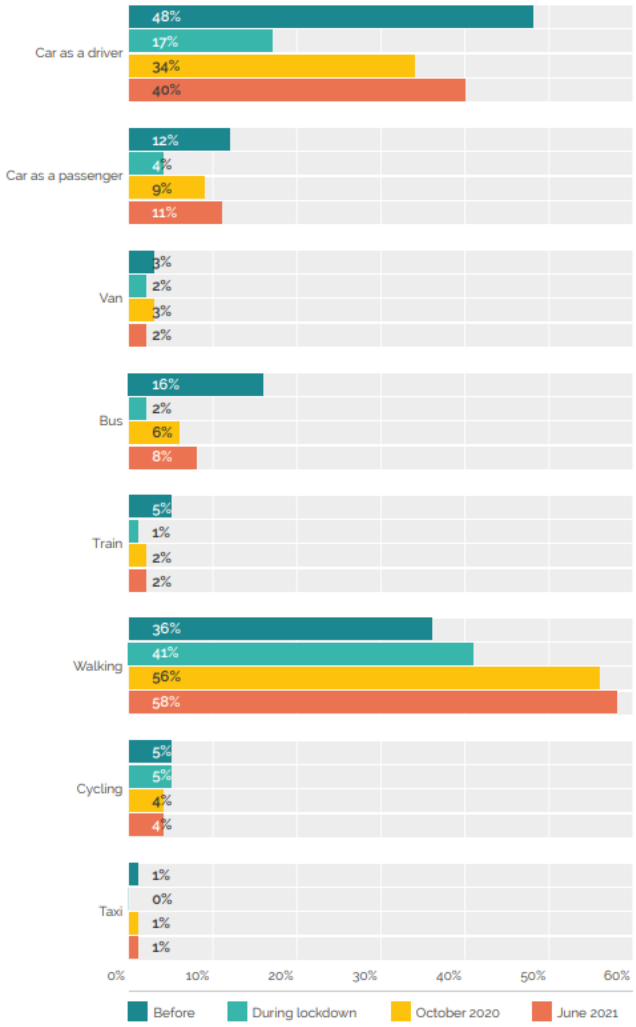
4.42 Research undertaken by Anable et al (2022) has shown that walking is the only mode of travel that people undertook more regularly during the COVID-19 lockdowns (henceforth, lockdowns), than they did in 2019 prior to the COVID-19 pandemic. Please note that regularly is defined as at least three days per week. In comparison, the number of people undertaking regular cycling trips was relatively stable; this being 5% in 2019 and 5% during lockdowns. The number of people driving regularly reduced from 48% in 2019 to 17% during lockdowns.

Post COVID-19 lockdowns

4.43 If 2019 data is compared to June 2021 data, when no lockdowns were in place, the following is observed:

- The number of people driving regularly increased to 40% in June 2021, but this is still lower than 2019 levels.
- The number of people cycling regularly reduced slightly from 5% in 2019 to 4% in June 2021.
- The increase in the number of people walking regularly during lockdown has been sustained. Here, 58% of people walked regularly in June 2021, compared to 36% in 2019.

Figure 4.2: Percentage of people reporting using each mode on at least three days a week



4.44 Reference: Anable, J., Brown, L., Docherty, I. and Marsden, G. 2022. Less is more: Changing travel in a post-pandemic society. Centre for Research into Energy Demand Solutions. Oxford, UK. ISBN: 978-1-913299-15-6

4.45 In light of the evidence presented above, it is considered that the Community Group's walking and cycling counts are appropriate for use in our active travel economic assessment.

Sensitivity Test

4.46 Notwithstanding the above evidence, as a sensitivity test, we have also set out three additional scenarios and compared them with the active mode benefits forecast by BCP Council, which were based on figures from the Weymouth scheme:

- If 75% of the KMC forecast active mode benefits were realised;
- If 50% of the KMC forecast active mode benefits were realised; and,
- If only 20% of the KMC forecast active mode benefits were realised.

4.47 The level of benefits for each of these scenarios is set out in **Table 4.4** below.

Table 4.4: AMAT Derived Active Mode Benefits for the Keyhole Bridge

Active Mode Benefit Scenarios	Forecast Level of Benefit
KMC Derived Active Mode Benefits	£10,400,417
75% KMC Derived Active Mode Benefits	£7,800,313
50% KMC Derived Active Mode Benefits	£5,200,208
20% KMC Derived Active Mode Benefits	£2,080,083
BCP Active Mode Benefits with 55% Growth (derived from Weymouth Scheme)	£2,055,064*
BCP Active Mode Benefits with 20% Growth (derived from Weymouth Scheme)	£931,847*

* Source: BCP Council AMAT output spreadsheets. £931,847 is the figure used by BCPs in their calculations.

Value for Money Assessment

Summary

4.48 On the basis of the analysis conducted, the practical effect of closing Keyhole Bridge to motorised vehicle traffic is seen in the calculated scheme benefits.

4.49 The effect of improving Poole's active travel network provides a strong imperative and policy justification for the promotion of additional movement by sustainable modes of travel.

4.50 The closure of Keyhole Bridge, as a directly assessed active travel intervention, is anticipated to provide net economic benefits of **£10,400,417** over a 20 year appraisal period. The forecast benefits are based on traffic counts provided by the Keyhole Bridge Community Group. Even if only 20% of the benefits are realised this still results in net economic benefits of **£2,080,083.**

4.51 KMC also reviewed and recalculated the congestion disbenefits provided by the Council; these disbenefits were based on a 1-month trial closure of Poole Park Road in 2016. Here, KMC assessed the impact of a 10.6% reduction in traffic flows and journey time delays due to traffic evaporation. A significant research base demonstrates there is a direct correlation between road space reallocation and behaviour change; however, this effect had not been considered by the Council.

4.52 KMC also proposed that a vehicle occupancy rate of 1.14, based on the DfT's 'commuting car journey' rate, should be used instead of the rate of 1.43 for 'general cars', which is used in the Council's economic disbenefit calculations for Parkstone Road.

4.53 The commuting car journey rate is deemed to be more appropriate for Parkstone Road because it is a commuter corridor that serves major employment areas in Poole. As a result, Parkstone Road has a tidal profile of westbound (in the AM peak) and eastbound (in the PM peak) traffic flows. The BCP Council traffic flows are also based on delays that occur between 16:00 and 18:00, which is when the majority of PM commuting journeys occur. Therefore, it is considered more appropriate to base the car occupancy rate on the DfT's 'commuting car journey' occupancy rate of 1.14.

4.54 The application of the 1.14 vehicle occupancy ratio to KMC's recalculation of the Council's disbenefits (with Scenario 2a traffic evaporation reductions applied) equates to an economic disbenefit of £1,865,116 discounted to 2010 prices. KMC has then added the Council's £100,000 scheme cost, which was discounted to 2010 prices within AMAT. The total PVC for the scheme was thus calculated to be **£1,934,469**.

4.55 The division of the scheme benefits against scheme costs (in 2010 prices) gives a benefit to cost ratio (BCR) of 5.4 based on KMC's active travel-related assessment outcomes; this falls into the 'very high' value for money category (BCR greater than 4) in the DfT's Value for Money Framework (VfM)[1].

4.56 **Table 4.5** below provides a summary of the scheme's Present Value of Costs (PVCs), Present Value of Benefits (PVBs) and BCRs under a number of different scenarios.

[1] DfT. Value for Money Assessment: Advice Note for Local Transport Decision Makers.

Table 4.5: Scheme Value for Money Assessment

	Scenario					
Output	*Scenario 2a + KMC AMAT Benefits*	Scenario 2a + 75% of KMC AMAT Benefits	Scenario 2a + 50% of KMC AMAT Benefits	Scenario 2a + 20% of KMC AMAT Benefits	Scenario 2a + BCP AMAT (20% Growth)	Scenario 2a + BCP AMAT (55% Growth)
PVC	£1,934,469	£1,934,469	£1,934,469	£1,934,469	£1,934,469	£1,934,469
PVB	£10,400,417	£7,800,313	£5,200,208	£2,080,083	£931,847	£2,055,064
NPV	£8,465,948	£5,865,844	£3,265,739	£145,614	-£1,002,622	£120,595
BCR	5.4	4.0	2.7	1.1	0.5	1.1
DfT VfM Category	*Very High*	Very High	High	Low	Poor	Low

Source: KMC and BCP Council

4.57 It can be seen from **Table 4.5** that the KMC core scenario (highlighted in blue) would result in a BCR of 5.4, which equates to a very high value for money. Even if only 20% of the KMC derived active mode benefits materialised, which we consider to be overly pessimistic, it would result in a BCR of 1.1 (e.g. the benefits and costs are effectively balanced).

4.58 Furthermore, even if the Council's calculated congestion disbenefits of £3,382,000 were deducted from KMC's calculated active mode benefits, the closure of Keyhole Bridge would still generate a positive net present value (NPV) for the KMC core scenario as well as the 75% and 50% of KMC AMAT benefits as presented in **Table 4.6** below.

Table 4.6: KMC Benefits Applied to BCP Council's Calculated Disbenefits

Output	Scenario 2a + KMC AMAT	Scenario 2a + 75% of KMC AMAT Benefits	Scenario 2a + 50% of KMC AMAT Benefits
PVC	£3,382,000	£3,382,000	£3,382,000
PVB	£10,400,417	£7,800,313	£5,200,208
NPV	£7,018,417	£4,418,313	£1,818,208
BCR	3.1	2.3	1.5
DfT VfM Category	High	High	Medium

4.59 The revised economic analysis set out within this report demonstrates the positive economic impact of closing Keyhole Bridge to motorised vehicle traffic. This economic analysis complements the policy case which clearly demonstrates a strong imperative and policy justification for the reinstatement of the modal filter at Keyhole Bridge.

5 Summary & Conclusions

5.1 This report has been prepared on behalf of the Keyhole Bridge Group to support their written representation in response to the current consultation by BCP Council regarding Keyhole Bridge, Poole. The Council is consulting on three options:

- Option A – leave Whitecliff Road open to all traffic through Keyhole Bridge;
- Option B – re-close Whitecliff Road at Keyhole Bridge to motor vehicles for a further trial period of 6 months using a new ETRO; or
- Option C – permanently close Whitecliff Road at Keyhole Bridge to motor vehicles.

5.2 The re-opening of Keyhole Bridge to traffic is not in line with the Council's own policies, or indeed national policies, which seek to induce a mode shift to sustainable modes and reduce the negative impacts of traffic on walking and cycling journeys. There are also safety concerns of the bridge being open to traffic.

5.3 BCP Council has provided an economic assessment of the closure of the bridge, which is set out in the BCP Council report titled 'Whitecliff Road Data Evidence', January 2022. The report concludes at paragraph 5.6 that "*Based on the data available from 2016, the cost to the economy from delayed traffic was £3.382million over 20 years. Benefits from predicted increased active mode travel were predicted to be £0.923million over 20 years.*"

5.4 It states at paragraph 4.9 that *"Adding the £0.923million benefit to the £-3.382million disbenefit would result in a £2.459million dis-benefit over a 20-year period."*

5.5 This report has reviewed the BCP Council's economic case and inputs and provided an updated assessment based on alternative inputs, which we consider to be more appropriate. The KMC economic assessment has forecast disbenefits to motorists of £1,934,469 over a 20 year period and benefits from increase in active travel of £10,400,417 over a 20 year period, resulting in a net present value (NPV) of **£8,465,948**. Even if only 20% of the forecast increase in active travel materialised, which is considered to be overly pessimistic, it would still result in a positive NPV over a 20 year period.

5.6 The revised economic analysis set out within this report demonstrates the positive economic impact of closing Keyhole Bridge to motorised vehicle traffic. This economic analysis complements the policy case which clearly demonstrates a strong imperative and policy requirement for the reinstatement of the modal filter at Keyhole Bridge.

5.7 The Decision Impact Assessment Report October 2020 classified the overall impact of reopening Keyhole Bridge to traffic as negative. The Portfolio Holder Decision (Post Engagement Final Decision

report the Portfolio Holder) stated that on the basis of the 2016 travel survey, the classifications for climate change and the economy should be green (not amber) and therefore the disbenefits of maintaining the closure of Whitecliff Road outweighed the benefits. Based on the evidence set out in this report, KMC concludes that this in incorrect, and that Keyhole Bridge should be permanently closed to motor vehicles, which is Option C of the Council's consultation

Appendix G – ATC Site 127 Sandbanks Road analysis

Multi-Day Volume Report POOLE_ATC 000000000127 2022-05-01 to 2022-05-22

Site Name	000000000127
Site ID	000000000127
Grid	403356090701
Description	Sandbanks Road (speed site) Rtem CURRENT SITE (data 21/04/21)
Setup	Setup0558 (Cls)
Lanes	Each Lane
Time Period	1 hour
Class	Any
Exclude data:	None

All directions

	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Average		Total
	2022-05-01	2022-05-02	2022-05-03	2022-05-04	2022-05-05	2022-05-06	2022-05-07	2022-05-08	2022-05-09	2022-05-10	2022-05-11	2022-05-12	2022-05-13	2022-05-14	2022-05-15	2022-05-16	2022-05-17	2022-05-18	2022-05-19	2022-05-20	2022-05-21	2022-05-22	Workday	7 Day	Count
00:00:00	59	32	21	18	29	21	56	103	20	23	17	20	29	81	84	33	45	20	21	47	75	107	26	42	961
01:00:00	40	30	13	5	11	25	21	35	13	5	10	9	16	30	51	18	13	24	17	17	32	35	15	21	470
02:00:00	16	24	11	5	5	2	14	26	3	8	5	5	9	19	24	12	2	6	6	18	15	13	8	11	248
03:00:00	14	29	9	13	11	6	14	10	4	7	10	6	12	12	11	12	9	19	6	8	12	9	11	11	243
04:00:00	17	19	14	21	12	17	11	13	11	12	23	15	17	15	8	17	12	17	14	17	13	33	16	16	348
05:00:00	24	41	50	54	57	68	33	40	50	50	52	67	58	36	21	50	66	54	69	40	33	34	55	48	1047
06:00:00	87	75	182	177	228	213	103	101	190	191	187	202	222	116	72	177	235	201	199	212	114	108	193	166	3592
07:00:00	201	275	818	827	911	939	360	283	919	897	955	959	920	414	179	791	923	923	886	870	333	279	854	694	14862
08:00:00	437	396	1018	1155	1316	1387	618	523	1343	1395	1366	1407	1218	637	350	1220	1282	1239	1250	1078	648	522	1205	1013	21805
09:00:00	626	661	856	933	989	1061	811	877	962	955	1022	1021	1121	941	612	844	909	930	960	951	884	807	945	902	19733
10:00:00	754	928	905	903	994	1163	1105	1091	994	871	907	997	1138	1145	764	865	952	1019	1099	963	987	1096	980	983	21640
11:00:00	916	1083	917	883	1026	1171	1255	1135	1001	899	993	962	1170	1081	865	903	1024	1074	1044	946	1081	1108	1006	1023	22537
12:00:00	890	1044	1030	941	1114	1277	1172	1184	1053	1040	991	1062	1262	1177	927	1013	1085	1157	1209	1004	1133	1134	1085	1086	23899
13:00:00	823	1007	887	880	1076	1181	1143	1129	1014	946	925	1066	1118	1098	857	859	1062	992	1074	1059	1040	1102	1010	1015	22338
14:00:00	906	956	956	1013	1127	1338	1231	1156	1123	1077	978	1139	1229	1066	878	941	1156	1053	1125	1165	1100	1051	1092	1081	23764
15:00:00	829	923	1000	1098	1303	1452	1221	1163	1184	1189	1001	1254	1272	1124	845	1063	1236	1182	1265	1286	1075	992	1181	1139	24957
16:00:00	800	932	1126	1202	1463	1588	1143	1172	1473	1472	1215	1380	1469	1187	794	1208	1283	1278	1354	1274	1153	1114	1314	1239	27080
17:00:00	641	935	1205	1308	1522	1361	1161	1133	1386	1548	1349	1414	1346	1002	711	1179	1235	1218	1431	1220	1087	925	1310	1208	26317
18:00:00	505	710	750	961	1023	976	928	906	923	1012	861	960	1121	842	535	779	731	840	1102	956	890	775	914	872	19086
19:00:00	401	545	510	642	745	748	769	814	628	621	652	731	876	671	434	574	533	575	876	680	723	659	662	656	14407
20:00:00	319	402	334	552	658	566	644	569	518	511	609	553	731	568	390	514	442	428	722	581	569	585	541	535	11765
21:00:00	228	281	273	439	428	417	455	308	320	312	504	427	548	378	267	352	336	386	462	470	478	335	397	384	8404
22:00:00	182	117	150	188	215	321	317	137	179	197	203	244	370	299	138	178	204	203	286	323	333	165	225	225	4949
23:00:00	88	48	55	82	86	188	215	62	86	82	76	93	198	170	96	50	72	73	126	181	164	49	100	106	2340
07-19	8328	9850	11468	12104	13864	14894	12148	11752	13375	13301	12563	13621	14384	11714	8317	11665	12878	12905	13799	12772	11411	10905	12896	12255	268018
06-22	9363	11153	12767	13914	15923	16838	14119	13544	15031	14936	14515	15534	16761	13447	9480	13282	14424	14495	16058	14715	13295	12592	14690	13996	306186
06-24	9633	11318	12972	14184	16224	17347	14651	13743	15296	15215	14794	15871	17329	13916	9714	13510	14700	14771	16470	15219	13792	12806	15015	14327	313475
00-24	9803	11493	13090	14300	16349	17486	14800	13970	15397	15320	14911	15993	17470	14109	9913	13652	14847	14911	16603	15366	13972	13037	15146	14476	316792
am Peak	11:00:00	11:00:00	08:00:00	08:00:00	08:00:00	08:00:00	11:00:00	11:00:00	08:00:00	08:00:00	08:00:00	08:00:00	08:00:00	10:00:00	11:00:00	08:00:00	08:00:00	08:00:00	08:00:00	08:00:00	11:00:00	11:00:00	08:00:00	11:00:00	
Peak Volume	916	1083	1018	1155	1316	1387	1255	1135	1343	1395	1366	1407	1218	1145	865	1220	1282	1239	1250	1078	1081	1108	1205	1023	
pm Peak	14:00:00	12:00:00	17:00:00	17:00:00	17:00:00	16:00:00	14:00:00	12:00:00	16:00:00	17:00:00	17:00:00	17:00:00	16:00:00	16:00:00	12:00:00	16:00:00	16:00:00	16:00:00	17:00:00	15:00:00	16:00:00	12:00:00	16:00:00	16:00:00	
Peak Volume	906	1044	1205	1308	1522	1588	1231	1184	1473	1548	1349	1414	1469	1187	927	1208	1283	1278	1431	1286	1153	1134	1314	1239	

southbound

	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Average		Total
	2022-05-01	2022-05-02	2022-05-03	2022-05-04	2022-05-05	2022-05-06	2022-05-07	2022-05-08	2022-05-09	2022-05-10	2022-05-11	2022-05-12	2022-05-13	2022-05-14	2022-05-15	2022-05-16	2022-05-17	2022-05-18	2022-05-19	2022-05-20	2022-05-21	2022-05-22	Workday	7 Day	Count
00:00:00	23	14	7	8	11	10	22	29	7	7	7	10	13	27	37	10	14	9	8	13	32	36	10	15	354
01:00:00	16	11	3	3	6	10	6	14	8	3	5	5	6	11	22	7	6	17	7	9	17	17	7	9	209
02:00:00	4	16	7	1	4	2	11	8	1	6	2	3	3	5	8	7	1	0	3	7	3	5	4	5	107
03:00:00	6	18	3	5	4	3	5	2	1	3	4	3	7	6	6	5	5	6	4	4	8	5	5	5	113
04:00:00	10	10	7	13	8	12	7	9	4	5	14	8	9	12	5	9	8	12	7	11	5	28	9	10	213
05:00:00	19	27	35	29	34	37	21	22	29	30	28	41	39	21	14	23	48	41	42	24	20	28	34	30	652
06:00:00	57	44	83	90	133	122	67	64	96	104	97	121	113	70	48	92	122	114	110	133	77	83	105	94	2040
07:00:00	110	169	397	388	454	445	208	162	449	431	446	432	443	251	101	384	432	452	418	422	185	179	411	342	7358
08:00:00	246	228	517	609	665	697	320	325	685	663	714	714	628	344	203	650	681	670	647	583	331	305	623	530	11425
09:00:00	322	349	427	525	528	547	481	508	490	498	504	564	602	522	336	421	507	479	527	484	477	492	497	483	10590
10:00:00	359	549	492	477	521	646	627	635	526	449	450	527	601	594	338	476	524	559	589	483	556	666	525	529	11644
11:00:00	451	596	474	444	529	568	733	655	508	443	458	484	590	645	425	480	563	584	601	448	592	654	518	540	11925
12:00:00	435	539	526	500	561	692	687	660	554	538	512	524	640	659	489	466	588	618	667	514	636	642	563	574	12647
13:00:00	401	498	436	422	533	553	619	574	516	474	458	522	551	583	433	430	496	465	558	561	551	619	498	510	11253
14:00:00	434	505	412	485	583	654	650	591	514	550	467	557	575	548	436	433	544	517	563	605	591	548	531	534	11762
15:00:00	417	457	465	486	619	670	586	530	538	612	483	572	614	517	423	514	553	549	556	606	539	453	553	536	11759
16:00:00	388	470	499	578	702	798	527	573	773	745	669	711	746	518	397	621	581	595	668	629	517	443	652	603	13148
17:00:00	294	439	629	684	825	674	483	459	727	882	726	751	741	437	334	616	668	656	786	636	539	398	696	617	13384
18:00:00	257	314	395	465	570	506	425	423	491	547	448	503	562	396	271	397	394	435	594	495	420	382	474	444	9690
19:00:00	184	230	241	350	401	377	372	409	329	278	361	351	443	308	225	312	265	293	411	366	357	322	334	327	7185
20:00:00	149	190	160	277	294	260	290	232	271	242	288	277	346	274	196	288	211	220	326	307	264	276	264	257	5638
21:00:00	101	126	118	181	158	170	175	102	139	152	209	178	209	165	101	139	169	176	192	195	204	109	167	159	3468
22:00:00	80	33	60	61	80	162	158	49	75	85	87	102	164	140	58	59	79	87	129	148	135	62	94	95	2093
23:00:00	30	20	17	27	31	71	75	22	40	30	31	40	74	68	41	21	26	30	30	63	49	21	37	39	857
07-19	4114	5113	5669	6063	7090	7450	6346	6095	6771	6832	6335	6861	7293	6014	4186	5888	6531	6579	7174	6466	5934	5781	6541	6242	136585
06-22	4605	5703	6271	6961	8076	8379	7250	6902	7606	7608	7290	7788	8404	6831	4756	6719	7298	7382	8213	7467	6836	6571	7411	7079	154916
06-24	4715	5756	6348	7049	8187	8612	7483	6973	7721	7723	7408	7930	8642	7039	4855	6799	7403	7499	8372	7678	7020	6654	7542	7213	157866
00-24	4793	5852	6410	7108	8254	8686	7555	7057	7771	7777	7468	8000	8719	7121	4947	6860	7485	7584	8443	7746	7105	6773	7611	7287	159514
am Peak	11:00:00	11:00:00	08:00:00	08:00:00	08:00:00	08:00:00	11:00:00	11:00:00	08:00:00	08:00:00	08:00:00	08:00:00	08:00:00	11:00:00	11:00:00	08:00:00	08:00:00	08:00:00	08:00:00	08:00:00	11:00:00	10:00:00	08:00:00	11:00:00	
Peak Volume	451	596	517	609	665	697	733	655	685	663	714	714	628	645	425	650	681	670	647	583	592	666	623	540	
pm Peak	12:00:00	12:00:00	17:00:00	17:00:00	17:00:00	16:00:00	12:00:00	12:00:00	16:00:00	17:00:00	17:00:00	17:00:00	16:00:00	12:00:00	12:00:00	16:00:00	17:00:00	17:00:00	17:00:00	17:00:00	12:00:00	12:00:00	17:00:00	17:00:00	
Peak Volume	435	539	629	684	825	798	687	660	773	882	726	751	746	659	489	621	668	656	786	636	636	642	696	617	

Northbound

	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Average		Total
	2022-05-01	2022-05-02	2022-05-03	2022-05-04	2022-05-05	2022-05-06	2022-05-07	2022-05-08	2022-05-09	2022-05-10	2022-05-11	2022-05-12	2022-05-13	2022-05-14	2022-05-15	2022-05-16	2022-05-17	2022-05-18	2022-05-19	2022-05-20	2022-05-21	2022-05-22	Workday	7 Day	Count
00:00:00	36	18	14	10	18	11	34	74	13	16	10	10	16	54	47	23	31	11	13	34	43	71	17	26	607
01:00:00	24	19	10	2	5	15	15	21	5	2	5	4	10	19	29	11	7	7	10	8	15	18	8	11	261
02:00:00	12	8	4	4	1	0	3	18	2	2	3	2	6	14	16	5	1	6	3	11	12	8	4	6	141
03:00:00	8	11	6	8	7	3	9	8	3	4	6	3	5	6	5	7	4	13	2	4	4	4	6	6	130
04:00:00	7	9	7	8	4	5	4	4	7	7	9	7	8	3	3	8	4	5	7	6	8	5	7	6	135
05:00:00	5	14	15	25	23	31	12	18	21	20	24	26	19	15	7	27	18	13	27	16	13	6	21	18	395
06:00:00	30	31	99	87	95	91	36	37	94	87	90	81	109	46	24	85	113	87	89	79	37	25	88	72	1552
07:00:00	91	106	421	439	457	494	152	121	470	466	509	527	477	163	78	407	491	471	468	448	148	100	443	352	7504
08:00:00	191	168	501	546	651	690	298	198	658	732	652	693	590	293	147	570	601	569	603	495	317	217	581	483	10380
09:00:00	304	312	429	408	461	514	330	369	472	457	518	457	519	419	276	423	402	451	433	467	407	315	448	419	9143
10:00:00	395	379	413	426	473	517	478	456	468	422	457	470	537	551	426	389	428	460	510	480	431	430	455	454	9996
11:00:00	465	487	443	439	497	603	522	480	493	456	535	478	580	436	440	423	461	490	443	498	489	454	488	483	10612
12:00:00	455	505	504	441	553	585	485	524	499	502	479	538	622	518	438	547	497	539	542	490	497	492	523	513	11252
13:00:00	422	509	451	458	543	628	524	555	498	472	467	544	567	515	424	429	566	527	516	498	489	483	512	505	11085
14:00:00	472	451	544	528	544	684	581	565	609	527	511	582	654	518	442	508	612	536	562	560	509	503	561	547	12002
15:00:00	412	466	535	612	684	782	635	633	646	577	518	682	658	607	422	549	683	633	709	680	536	539	628	603	13198
16:00:00	412	462	627	624	761	790	616	599	700	727	546	669	723	669	397	587	702	683	686	645	636	671	662	636	13932
17:00:00	347	496	576	624	697	687	678	674	659	666	623	663	605	565	377	563	567	562	645	584	548	527	614	591	12933
18:00:00	248	396	355	496	453	470	503	483	432	465	413	457	559	446	264	382	337	405	508	461	470	393	439	428	9396
19:00:00	217	315	269	292	344	371	397	405	299	343	291	380	433	363	209	262	268	282	465	314	366	337	329	328	7222
20:00:00	170	212	174	275	364	306	354	337	247	269	321	276	385	294	194	226	231	208	396	274	305	309	278	278	6127
21:00:00	127	155	155	258	270	247	280	206	181	160	295	249	339	213	166	213	167	210	270	275	274	226	230	225	4936
22:00:00	102	84	90	127	135	159	159	88	104	112	116	142	206	159	80	119	125	116	157	175	198	103	131	130	2856
23:00:00	58	28	38	55	55	117	140	40	46	52	45	53	124	102	55	29	46	43	96	118	115	28	63	67	1483
07-19	4214	4737	5799	6041	6774	7444	5802	5657	6604	6469	6228	6760	7091	5700	4131	5777	6347	6326	6625	6306	5477	5124	6355	6013	131433
06-22	4758	5450	6496	6953	7847	8459	6869	6642	7425	7328	7225	7746	8357	6616	4724	6563	7126	7113	7845	7248	6459	6021	7279	6917	151270
06-24	4918	5562	6624	7135	8037	8735	7168	6770	7575	7492	7386	7941	8687	6877	4859	6711	7297	7272	8098	7541	6772	6152	7473	7114	155609
00-24	5010	5641	6680	7192	8095	8800	7245	6913	7626	7543	7443	7993	8751	6988	4966	6792	7362	7327	8160	7620	6867	6264	7535	7188	157278
am Peak	11:00:00	11:00:00	08:00:00	08:00:00	08:00:00	08:00:00	11:00:00	11:00:00	08:00:00	08:00:00	08:00:00	08:00:00	08:00:00	10:00:00	11:00:00	08:00:00	08:00:00	08:00:00	08:00:00	11:00:00	11:00:00	11:00:00	08:00:00	08:00:00	
Peak Volume	465	487	501	546	651	690	522	480	658	732	652	693	590	551	440	570	601	569	603	498	489	454	581	483	
pm Peak	14:00:00	13:00:00	16:00:00	16:00:00	16:00:00	16:00:00	17:00:00	17:00:00	16:00:00	16:00:00	17:00:00	15:00:00	16:00:00	16:00:00	14:00:00	16:00:00	16:00:00	16:00:00	15:00:00	15:00:00	16:00:00	16:00:00	16:00:00	16:00:00	
Peak Volume	472	509	627	624	761	790	678	674	700	727	623	682	723	669	442	587	702	683	709	680	636	671	662	636	

Event key: QC failure | Atypical (QC) | Events | Special | Holiday | Offline | Weekends and defined holidays

Notes on data:

Weekly (7-day) averages are calculated as the average of workday values and weekend values, weighted in the proportion 5:2.

Holidays & Events:

Start	End	Type	Lanes	Included	Description
02/05/2022 00:00	02/05/2022 23:59	Holiday	-	Yes	Holiday

Multi-Day Volume Report POOLE_ATC 000000000127 2018-05-01 to 2018-05-22

Site Name	000000000127
Site ID	000000000127
Grid	403356090701
Description	Sandbanks Road (speed site) Rtem CURRENT SITE (data 21/04/21)

Setup	Setup0287 (6CLS)
Lanes	Each Lane
Bins	Total
Time Period	1 hour
Exclude data:	None

All directions

	Tue	Wed	Thu	Fri	Sat	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Mon	Tue	Average		Total
	2018-05-01	2018-05-02	2018-05-03	2018-05-04	2018-05-05	2018-05-06	2018-05-07	2018-05-08	2018-05-09	2018-05-10	2018-05-11	2018-05-12	2018-05-13	2018-05-14	2018-05-15	2018-05-16	2018-05-17	2018-05-18	2018-05-19	2018-05-20	2018-05-21	2018-05-22	Workday	7 Day	Count
00:00:00	60	47	62	68	125	172	123	66	56	48	66	144	158	44	53	64	71	87	154	214	69	48	64	92	1999
01:00:00	24	15	17	40	68	96	58	32	32	17	34	63	108	16	17	22	22	32	71	88	35	27	28	43	934
02:00:00	14	12	5	10	39	36	22	12	14	6	7	28	44	12	17	12	11	6	35	34	20	10	12	19	406
03:00:00	9	6	9	10	21	26	19	17	7	12	11	20	25	6	4	11	6	5	24	29	8	10	9	14	295
04:00:00	3	3	7	5	4	13	10	7	7	10	9	9	13	6	7	5	10	4	16	18	6	7	7	8	179
05:00:00	13	12	12	16	7	15	11	16	15	13	13	17	9	16	10	9	19	17	7	5	13	12	14	13	277
06:00:00	46	49	42	39	42	22	31	50	53	31	40	33	30	43	45	53	44	58	40	31	38	32	43	40	892
07:00:00	158	148	156	161	95	84	118	172	153	160	175	101	78	156	162	147	163	160	114	88	167	182	159	140	3098
08:00:00	940	926	967	936	315	290	339	958	1004	983	923	289	225	936	941	980	944	930	369	211	940	998	915	735	16344
09:00:00	1357	1276	1398	1272	672	655	888	1373	1328	1406	1364	573	407	1285	1370	1354	1331	1302	762	464	1295	1336	1308	1103	24468
10:00:00	1006	891	1042	914	931	1117	1308	1028	972	1011	973	814	731	967	976	1018	1104	991	971	781	1024	921	1009	975	21491
11:00:00	969	785	1015	1072	1082	1245	1361	1083	981	941	1013	942	908	989	1040	937	964	1127	1105	1036	958	907	1009	1021	22460
12:00:00	984	848	1057	1111	1225	1332	1339	1105	1023	996	1086	1007	1015	1070	1093	959	1040	1025	995	1121	1050	981	1048	1067	23462
13:00:00	1013	1026	1138	1141	1123	1285	1195	1153	1088	1039	1051	1039	1021	1093	1173	1059	1128	1199	965	1199	1074	1081	1103	1104	24283
14:00:00	916	907	969	1070	1098	1139	1150	1101	1053	1000	989	960	901	1022	1097	932	1051	1128	954	1131	994	1052	1027	1028	22614
15:00:00	1034	1023	1060	1209	1045	1190	1090	1190	1010	1009	1082	923	975	1084	1132	896	1162	1205	1015	1159	1064	1121	1086	1076	23678
16:00:00	1179	1096	1239	1296	1053	1157	1200	1338	1181	1101	1220	917	950	1201	1188	1010	1157	1292	1016	1231	1219	1228	1197	1156	25469
17:00:00	1177	1275	1301	1158	1111	1225	1252	1490	1397	1277	1164	976	1030	1370	1397	1217	1306	1288	984	1152	1313	1388	1298	1236	27248
18:00:00	1264	1342	1350	1241	1180	1209	1314	1350	1325	1277	1183	896	932	1446	1337	1196	1394	1300	1090	1006	1306	1467	1318	1242	27405
19:00:00	946	1034	997	963	1081	1160	1266	937	968	942	846	726	629	1098	1222	906	1095	998	812	820	852	1039	1007	968	21337
20:00:00	632	687	715	713	928	1035	1039	675	621	684	582	574	501	705	842	604	759	763	742	659	512	821	710	718	15793
21:00:00	426	507	502	590	708	801	726	520	425	570	431	354	439	646	661	433	584	577	620	490	420	620	540	548	12050
22:00:00	249	366	324	421	493	497	463	329	362	382	308	282	259	403	396	395	389	402	367	255	334	426	372	368	8102
23:00:00	148	198	222	238	279	288	180	147	266	184	205	224	97	160	213	200	219	269	322	147	161	201	201	208	4568
07-19	11997	11543	12692	12581	10930	11928	12554	13341	12515	12200	12223	9437	9173	12619	12906	11705	12744	12947	10340	10579	12404	12662	12477	11883	262020
06-22	14047	13820	14948	14886	13689	14946	15616	15523	14582	14427	14122	11124	10772	15111	15676	13701	15226	15343	12554	12579	14226	15174	14777	14158	312092
06-24	14444	14384	15494	15545	14461	15731	16259	15999	15210	14993	14635	11630	11128	15674	16285	14296	15834	16014	13243	12981	14721	15801	15349	14734	324762
00-24	14567	14479	15606	15694	14725	16089	16502	16149	15341	15099	14775	11911	11485	15774	16393	14419	15973	16165	13550	13369	14872	15915	15483	14922	328852
am Peak	09:00:00	09:00:00	09:00:00	09:00:00	11:00:00	11:00:00	11:00:00	09:00:00	09:00:00	09:00:00	09:00:00	11:00:00	11:00:00	09:00:00	09:00:00	09:00:00	09:00:00	09:00:00	11:00:00	11:00:00	09:00:00	09:00:00	09:00:00	09:00:00	
Peak Volume	1357	1276	1398	1272	1082	1245	1361	1373	1328	1406	1364	942	908	1285	1370	1354	1331	1302	1105	1036	1295	1336	1308	1103	
pm Peak	18:00:00	18:00:00	18:00:00	16:00:00	12:00:00	12:00:00	12:00:00	17:00:00	17:00:00	17:00:00	16:00:00	13:00:00	17:00:00	18:00:00	17:00:00	17:00:00	18:00:00	18:00:00	18:00:00	16:00:00	17:00:00	18:00:00	18:00:00	18:00:00	
Peak Volume	1264	1342	1350	1296	1225	1332	1339	1490	1397	1277	1220	1039	1030	1446	1397	1217	1394	1300	1090	1231	1313	1467	1318	1242	

southbound

	Tue	Wed	Thu	Fri	Sat	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Mon	Tue	Average		Total
	2018-05-01	2018-05-02	2018-05-03	2018-05-04	2018-05-05	2018-05-06	2018-05-07	2018-05-08	2018-05-09	2018-05-10	2018-05-11	2018-05-12	2018-05-13	2018-05-14	2018-05-15	2018-05-16	2018-05-17	2018-05-18	2018-05-19	2018-05-20	2018-05-21	2018-05-22	Workday	7 Day	Count
00:00:00	26	21	26	27	62	77	44	25	24	16	24	57	71	18	22	24	37	27	62	87	33	18	26	38	828
01:00:00	13	5	10	14	25	39	20	13	14	5	12	31	46	7	8	11	7	13	27	38	16	12	11	18	386
02:00:00	7	6	3	5	17	13	12	5	6	2	2	12	17	4	6	6	3	3	16	10	8	4	5	8	167
03:00:00	5	4	4	6	11	10	10	9	2	6	7	13	11	3	2	7	2	3	15	14	6	3	5	7	153
04:00:00	2	1	5	4	2	5	6	4	6	6	4	4	6	4	4	2	7	1	3	7	3	4	4	4	90
05:00:00	6	6	5	5	1	9	5	6	7	5	6	10	3	7	5	4	6	9	3	2	6	5	6	5	121
06:00:00	20	27	25	23	27	16	23	31	35	17	21	19	18	28	27	27	27	41	25	22	20	22	26	25	541
07:00:00	94	72	83	84	56	61	84	92	75	91	101	61	59	80	93	77	75	96	60	63	93	108	87	80	1758
08:00:00	478	456	484	476	181	187	238	487	500	496	446	158	141	468	464	472	458	454	216	132	475	488	459	376	8355
09:00:00	688	643	720	647	368	457	681	679	670	741	701	296	241	639	680	706	665	656	415	274	653	663	677	581	12883
10:00:00	540	427	533	470	524	738	926	590	495	548	519	462	443	502	524	512	594	522	551	502	530	478	544	542	11930
11:00:00	546	404	552	578	644	773	899	627	525	477	535	500	514	553	588	458	550	603	661	582	545	489	558	574	12603
12:00:00	480	455	573	606	703	870	807	589	544	512	540	542	563	583	624	480	542	530	604	609	568	514	559	585	12838
13:00:00	514	550	583	626	641	767	713	649	607	524	552	561	553	598	647	548	624	659	533	677	559	580	596	603	13265
14:00:00	450	493	480	565	646	649	661	587	535	476	488	495	483	513	555	462	516	585	506	632	489	526	524	537	11792
15:00:00	501	503	527	579	554	619	567	553	483	589	538	425	464	539	523	434	569	574	504	570	504	557	534	531	11676
16:00:00	521	500	547	543	514	543	538	590	493	498	519	463	480	559	523	432	518	566	468	563	558	586	531	523	11522
17:00:00	578	633	620	674	528	541	554	678	692	630	602	465	473	653	680	620	645	657	467	519	642	688	640	600	13239
18:00:00	683	738	754	675	527	503	497	694	710	698	601	433	393	850	698	664	756	683	492	453	649	780	696	630	13931
19:00:00	501	496	548	522	513	520	522	528	488	528	456	370	293	616	685	477	602	529	374	387	456	567	533	497	10978
20:00:00	353	355	351	377	432	431	438	349	331	362	292	288	256	358	393	330	396	414	344	300	290	421	363	357	7861
21:00:00	188	239	244	279	312	297	263	250	212	246	220	170	216	268	276	240	266	258	287	208	218	275	246	247	5432
22:00:00	126	164	119	158	168	166	124	123	137	131	129	123	95	139	154	158	129	166	142	105	133	175	142	139	3064
23:00:00	69	92	109	109	105	117	66	67	144	80	83	88	41	57	114	86	112	117	124	56	61	90	91	90	1987
07-19	6073	5874	6456	6523	5886	6708	7165	6815	6329	6280	6142	4861	4807	6537	6599	5865	6512	6585	5477	5576	6265	6457	6405	6161	135792
06-22	7135	6991	7624	7724	7170	7972	8411	7973	7395	7433	7131	5708	5590	7807	7980	6939	7803	7827	6507	6493	7249	7742	7573	7287	160604
06-24	7330	7247	7852	7991	7443	8255	8601	8163	7676	7644	7343	5919	5726	8003	8248	7183	8044	8110	6773	6654	7443	8007	7805	7517	165655
00-24	7389	7290	7905	8052	7561	8408	8698	8225	7735	7684	7398	6046	5880	8046	8295	7237	8106	8166	6899	6812	7515	8053	7862	7597	167400
am Peak	09:00:00	09:00:00	09:00:00	09:00:00	11:00:00	11:00:00	10:00:00	09:00:00	09:00:00	09:00:00	09:00:00	11:00:00	11:00:00	09:00:00	09:00:00	09:00:00	09:00:00	09:00:00	11:00:00	11:00:00	09:00:00	09:00:00	09:00:00	09:00:00	
Peak Volume	688	643	720	647	644	773	926	679	670	741	701	500	514	639	680	706	665	656	661	582	653	663	677	581	
pm Peak	18:00:00	18:00:00	18:00:00	18:00:00	12:00:00	12:00:00	12:00:00	18:00:00	18:00:00	18:00:00	17:00:00	13:00:00	12:00:00	18:00:00	18:00:00	18:00:00	18:00:00	18:00:00	12:00:00	13:00:00	18:00:00	18:00:00	18:00:00	18:00:00	
Peak Volume	683	738	754	675	703	870	807	694	710	698	602	561	563	850	698	664	756	683	604	677	649	780	696	630	

Northbound

	Tue	Wed	Thu	Fri	Sat	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Mon	Tue	Average		Total
	2018-05-01	2018-05-02	2018-05-03	2018-05-04	2018-05-05	2018-05-06	2018-05-07	2018-05-08	2018-05-09	2018-05-10	2018-05-11	2018-05-12	2018-05-13	2018-05-14	2018-05-15	2018-05-16	2018-05-17	2018-05-18	2018-05-19	2018-05-20	2018-05-21	2018-05-22	Workday	7 Day	Count
00:00:00	34	26	36	41	63	95	79	41	32	32	42	87	87	26	31	40	34	60	92	127	36	30	39	54	1171
01:00:00	11	10	7	26	43	57	38	19	18	12	22	32	62	9	9	11	15	19	44	50	19	15	16	25	548
02:00:00	7	6	2	5	22	23	10	7	8	4	5	16	27	8	11	6	8	3	19	24	12	6	7	11	239
03:00:00	4	2	5	4	10	16	9	8	5	6	4	7	14	3	2	4	4	2	9	15	2	7	4	7	142
04:00:00	1	2	2	1	2	8	4	3	1	4	5	5	7	2	3	3	3	3	13	11	3	3	3	4	89
05:00:00	7	6	7	11	6	6	6	10	8	8	7	7	6	9	5	5	13	8	4	3	7	7	8	7	156
06:00:00	26	22	17	16	15	6	8	19	18	14	19	14	12	15	18	26	17	17	15	9	18	10	18	16	351
07:00:00	64	76	73	77	39	23	34	80	78	69	74	40	19	76	69	70	88	64	54	25	74	74	71	60	1340
08:00:00	462	470	483	460	134	103	101	471	504	487	477	131	84	468	477	508	486	476	153	79	465	510	457	359	7989
09:00:00	669	633	678	625	304	198	207	694	658	665	663	277	166	646	690	648	666	646	347	190	642	673	631	522	11585
10:00:00	466	464	509	444	407	379	382	438	477	463	454	352	288	465	452	506	510	469	420	279	494	443	465	433	9561
11:00:00	423	381	463	494	438	472	462	456	456	464	478	442	394	436	452	479	414	524	444	454	413	418	451	448	9857
12:00:00	504	393	484	505	522	462	532	516	479	484	546	465	452	487	469	479	498	495	391	512	482	467	489	483	10624
13:00:00	499	476	555	515	482	518	482	504	481	515	499	478	468	495	526	511	504	540	432	522	515	501	507	501	11018
14:00:00	466	414	489	505	452	490	489	514	518	524	501	465	418	509	542	470	535	543	448	499	505	526	503	491	10822
15:00:00	533	520	533	630	491	571	523	637	527	420	544	498	511	545	609	462	593	631	511	589	560	564	552	545	12002
16:00:00	658	596	692	753	539	614	662	748	688	603	701	454	470	642	665	578	639	726	548	668	661	642	666	632	13947
17:00:00	599	642	681	484	583	684	698	812	705	647	562	511	557	717	717	597	661	631	517	633	671	700	658	636	14009
18:00:00	581	604	596	566	653	706	817	656	615	579	582	463	539	596	639	532	638	617	598	553	657	687	623	612	13474
19:00:00	445	538	449	441	568	640	744	409	480	414	390	356	336	482	537	429	493	469	438	433	396	472	474	471	10359
20:00:00	279	332	364	336	496	604	601	326	290	322	290	286	245	347	449	274	363	349	398	359	222	400	346	361	7932
21:00:00	238	268	258	311	396	504	463	270	213	324	211	184	223	378	385	193	318	319	333	282	202	345	294	301	6618
22:00:00	123	202	205	263	325	331	339	206	225	251	179	159	164	264	242	237	260	236	225	150	201	251	230	229	5038
23:00:00	79	106	113	129	174	171	114	80	122	104	122	136	56	103	99	114	107	152	198	91	100	111	110	118	2581
07-19	5924	5669	6236	6058	5044	5220	5389	6526	6186	5920	6081	4576	4366	6082	6307	5840	6232	6362	4863	5003	6139	6205	6072	5722	126228
06-22	6912	6829	7324	7162	6519	6974	7205	7550	7187	6994	6991	5416	5182	7304	7696	6762	7423	7516	6047	6086	6977	7432	7204	6871	151488
06-24	7114	7137	7642	7554	7018	7476	7658	7836	7534	7349	7292	5711	5402	7671	8037	7113	7790	7904	6470	6327	7278	7794	7544	7217	159107
00-24	7178	7189	7701	7642	7164	7681	7804	7924	7606	7415	7377	5865	5605	7728	8098	7182	7867	7999	6651	6557	7357	7862	7621	7325	161452
am Peak	09:00:00	09:00:00	09:00:00	09:00:00	11:00:00	11:00:00	11:00:00	09:00:00	09:00:00	09:00:00	09:00:00	11:00:00	11:00:00	09:00:00	09:00:00	09:00:00	09:00:00	09:00:00	11:00:00	11:00:00	09:00:00	09:00:00	09:00:00	09:00:00	
Peak Volume	669	633	678	625	438	472	462	694	658	665	663	442	394	646	690	648	666	646	444	454	642	673	631	522	
pm Peak	16:00:00	17:00:00	16:00:00	16:00:00	18:00:00	18:00:00	18:00:00	17:00:00	17:00:00	17:00:00	16:00:00	17:00:00	17:00:00	17:00:00	17:00:00	17:00:00	17:00:00	16:00:00	18:00:00	16:00:00	17:00:00	17:00:00	16:00:00	17:00:00	
Peak Volume	658	642	692	753	653	706	817	812	705	647	701	511	557	717	717	597	661	726	598	668	671	700	666	636	

Event key: QC failure | Atypical (QC) | Events | Special | Holiday | Offline | Weekends and defined holidays

Notes on data:

Weekly (7-day) averages are calculated as the average of workday values and weekend values, weighted in the proportion 5:2.

Holidays & Events:

Start	End	Type	Lanes	Included	Description
07/05/2018 00:00	07/05/2018 23:59	Holiday	-	Yes	Holiday

ATC site 127 (Sandbanks Road) - 22 day date comparison May 2022 and May 2018

2022			2018		
Day	Date	Bank Holiday?	Day	Date	Bank Holiday?
Sun	2022-05-01	No	Tue	2018-05-01	No
Mon	2022-05-02	Yes	Wed	2018-05-02	No
Tue	2022-05-03	No	Thu	2018-05-03	No
Wed	2022-05-04	No	Fri	2018-05-04	No
Thu	2022-05-05	No	Sat	2018-05-05	No
Fri	2022-05-06	No	Sun	2018-05-06	No
Sat	2022-05-07	No	Mon	2018-05-07	Yes
Sun	2022-05-08	No	Tue	2018-05-08	No
Mon	2022-05-09	No	Wed	2018-05-09	No
Tue	2022-05-10	No	Thu	2018-05-10	No
Wed	2022-05-11	No	Fri	2018-05-11	No
Thu	2022-05-12	No	Sat	2018-05-12	No
Fri	2022-05-13	No	Sun	2018-05-13	No
Sat	2022-05-14	No	Mon	2018-05-14	No
Sun	2022-05-15	No	Tue	2018-05-15	No
Mon	2022-05-16	No	Wed	2018-05-16	No
Tue	2022-05-17	No	Thu	2018-05-17	No
Wed	2022-05-18	No	Fri	2018-05-18	No
Thu	2022-05-19	No	Sat	2018-05-19	No
Fri	2022-05-20	No	Sun	2018-05-20	No
Sat	2022-05-21	No	Mon	2018-05-21	No
Sun	2022-05-22	No	Tue	2018-05-22	No
Total days	22			22	

Key	
Colour	Meaning
	Dates selected for weekday comparison
	Dates selected for weekend comparison

ATC site 127 (Sandbanks Road) - weekday traffic volume comparison all directions

Time period	2022 vs 2018 weekday traffic volume comparison 1					2022 vs 2018 weekday traffic volume comparison 2					2022 vs 2018 weekday traffic volume comparison 3					Average traffic volumes				
	Wednesday	Wednesday	Difference in 2022			Wednesday	Wednesday	Difference in 2022			Wednesday	Wednesday	Difference in 2022			Wednesday in first 22 days of May 2022	Wednesday in first 22 days of May	Difference in 2022		
	2022-05-04	2018-05-02	*Quantity*	*%*	*Vehicles per minute*	2022-05-11	2018-05-09	*Quantity*	*%*	*Vehicles per minute*	2022-05-18	2018-05-16	*Quantity*	*%*	*Vehicles per minute*			*Quantity*	*%*	*Vehicles per minute*
00:00	18	47	-29	-62%	-0.48	17	56	-39	-70%	-0.65	20	64	-44	-69%	-0.73	18	56	-37	-67%	-0.62
01:00	5	15	-10	-67%	-0.17	10	32	-22	-69%	-0.37	24	22	2	9%	0.03	13	23	-10	-43%	-0.17
02:00	5	12	-7	-58%	-0.12	5	14	-9	-64%	-0.15	6	12	-6	-50%	-0.10	5	13	-7	-58%	-0.12
03:00	13	6	7	117%	0.12	10	7	3	43%	0.05	19	11	8	73%	0.13	14	8	6	75%	0.10
04:00	21	3	18	600%	0.30	23	7	16	229%	0.27	17	5	12	240%	0.20	20	5	15	307%	0.26
05:00	54	12	42	350%	0.70	52	15	37	247%	0.62	54	9	45	500%	0.75	53	12	41	344%	0.69
06:00	177	49	128	261%	2.13	187	53	134	253%	2.23	201	53	148	279%	2.47	188	52	137	265%	2.28
07:00	827	148	679	459%	11.32	955	153	802	524%	13.37	923	147	776	528%	12.93	902	149	752	504%	12.54
08:00	1155	926	229	25%	3.82	1366	1004	362	36%	6.03	1239	980	259	26%	4.32	1253	970	283	29%	4.72
09:00	933	1276	-343	-27%	-5.72	1022	1328	-306	-23%	-5.10	930	1354	-424	-31%	-7.07	962	1319	-358	-27%	-5.96
10:00	903	891	12	1%	0.20	907	972	-65	-7%	-1.08	1019	1018	1	0%	0.02	943	960	-17	-2%	-0.29
11:00	883	785	98	12%	1.63	993	981	12	1%	0.20	1074	937	137	15%	2.28	983	901	82	9%	1.37
12:00	941	848	93	11%	1.55	991	1023	-32	-3%	-0.53	1157	959	198	21%	3.30	1030	943	86	9%	1.44
13:00	880	1026	-146	-14%	-2.43	925	1088	-163	-15%	-2.72	992	1059	-67	-6%	-1.12	932	1058	-125	-12%	-2.09
14:00	1013	907	106	12%	1.77	978	1053	-75	-7%	-1.25	1053	932	121	13%	2.02	1015	964	51	5%	0.84
15:00	1098	1023	75	7%	1.25	1001	1010	-9	-1%	-0.15	1182	896	286	32%	4.77	1094	976	117	12%	1.96
16:00	1202	1096	106	10%	1.77	1215	1181	34	3%	0.57	1278	1010	268	27%	4.47	1232	1096	136	12%	2.27
17:00	1308	1275	33	3%	0.55	1349	1397	-48	-3%	-0.80	1218	1217	1	0%	0.02	1292	1296	-5	0%	-0.08
18:00	961	1342	-381	-28%	-6.35	861	1325	-464	-35%	-7.73	840	1196	-356	-30%	-5.93	887	1288	-400	-31%	-6.67
19:00	642	1034	-392	-38%	-6.53	652	968	-316	-33%	-5.27	575	906	-331	-37%	-5.52	623	969	-346	-36%	-5.77
20:00	552	687	-135	-20%	-2.25	609	621	-12	-2%	-0.20	428	604	-176	-29%	-2.93	530	637	-108	-17%	-1.79
21:00	439	507	-68	-13%	-1.13	504	425	79	19%	1.32	386	433	-47	-11%	-0.78	443	455	-12	-3%	-0.20
22:00	188	366	-178	-49%	-2.97	203	362	-159	-44%	-2.65	203	395	-192	-49%	-3.20	198	374	-176	-47%	-2.94
23:00	82	198	-116	-59%	-1.93	76	266	-190	-71%	-3.17	73	200	-127	-64%	-2.12	77	221	-144	-65%	-2.41
07:00-19:00	12104	11543	561	5%	0.78	12563	12515	48	0%	0.07	12905	11705	1200	10%	1.67	12524	11921	603	5%	0.84
06:00-22:00	13914	13820	94	1%	0.10	14515	14582	-67	0%	-0.07	14495	13701	794	6%	0.83	14308	14034	274	2%	0.29
06:00-24:00	14184	14384	-200	-1%	-0.19	14794	15210	-416	-3%	-0.39	14771	14296	475	3%	0.44	14583	14630	-47	0%	-0.04
00:00-24:00	14300	14479	-179	-1%	-0.12	14911	15341	-430	-3%	-0.30	14911	14419	492	3%	0.34	14707	14746	-39	0%	-0.03
AM peak time	08:00:00	09:00:00				08:00:00	09:00:00				08:00:00	09:00:00								
AM peak volume	1155	1276	-121	-9%	-2.02	1366	1328	38	3%	0.63	1239	1354	-115	-8%	-1.92	1253	1319	-66	-5%	-1
PM peak time	17:00:00	18:00:00				17:00:00	17:00:00				16:00:00	17:00:00								
PM peak volume	1308	1342	-34	-3%	-0.57	1349	1397	-48	-3%	-0.80	1278	1217	61	5%	1.02	1312	1319	-7	-1%	-0.12

ATC site 127 (Sandbanks Road) - weekend traffic volume comparison all directions

Time period	2022 vs 2018 weekend comparison 1					2022 vs 2018 weekend comparison 2					Average				
	Saturday	Saturday	Difference in 2022			Saturday	Saturday	Difference in 2022			Saturday in first 22 days of May 2022	Saturday in first 22 days of May 2018	Difference in 2022		
	2022-05-14	2018-05-12	*Quantity*	*%*	*Vehicles per minute*	2022-05-21	2018-05-19	*Quantity*	*%*	*Vehicles per minute*			*Quantity*	*%*	*Vehicles per minute*
00:00	81	144	-63	-44%	-1.05	75	154	-79	-51%	-1.32	78	149	-71	-48%	-1.18
01:00	30	63	-33	-52%	-0.55	32	71	-39	-55%	-0.65	31	67	-36	-54%	-0.60
02:00	19	28	-9	-32%	-0.15	15	35	-20	-57%	-0.33	17	32	-15	-46%	-0.24
03:00	12	20	-8	-40%	-0.13	12	24	-12	-50%	-0.20	12	22	-10	-45%	-0.17
04:00	15	9	6	67%	0.10	13	16	-3	-19%	-0.05	14	13	2	12%	0.03
05:00	36	17	19	112%	0.32	33	7	26	371%	0.43	35	12	23	188%	0.38
06:00	116	33	83	252%	1.38	114	40	74	185%	1.23	115	37	79	215%	1.31
07:00	414	101	313	310%	5.22	333	114	219	192%	3.65	374	108	266	247%	4.43
08:00	637	289	348	120%	5.80	648	369	279	76%	4.65	643	329	314	95%	5.23
09:00	941	573	368	64%	6.13	884	762	122	16%	2.03	913	668	245	37%	4.08
10:00	1145	814	331	41%	5.52	987	971	16	2%	0.27	1066	893	174	19%	2.89
11:00	1081	942	139	15%	2.32	1081	1105	-24	-2%	-0.40	1081	1024	58	6%	0.96
12:00	1177	1007	170	17%	2.83	1133	995	138	14%	2.30	1155	1001	154	15%	2.57
13:00	1098	1039	59	6%	0.98	1040	965	75	8%	1.25	1069	1002	67	7%	1.12
14:00	1066	960	106	11%	1.77	1100	954	146	15%	2.43	1083	957	126	13%	2.10
15:00	1124	923	201	22%	3.35	1075	1015	60	6%	1.00	1100	969	131	13%	2.18
16:00	1187	917	270	29%	4.50	1153	1016	137	13%	2.28	1170	967	204	21%	3.39
17:00	1002	976	26	3%	0.43	1087	984	103	10%	1.72	1045	980	65	7%	1.08
18:00	842	896	-54	-6%	-0.90	890	1090	-200	-18%	-3.33	866	993	-127	-13%	-2.12
19:00	671	726	-55	-8%	-0.92	723	812	-89	-11%	-1.48	697	769	-72	-9%	-1.20
20:00	568	574	-6	-1%	-0.10	569	742	-173	-23%	-2.88	569	658	-90	-14%	-1.49
21:00	378	354	24	7%	0.40	478	620	-142	-23%	-2.37	428	487	-59	-12%	-0.98
22:00	299	282	17	6%	0.28	333	367	-34	-9%	-0.57	316	325	-9	-3%	-0.14
23:00	170	224	-54	-24%	-0.90	164	322	-158	-49%	-2.63	167	273	-106	-39%	-1.77
		0				0	0				0	0			
07:00-19:00	11714	9437	2277	24%	3.16	11411	10340	1071	10%	1.49	11563	9889	1674	17%	2.33
06:00-22:00	13447	11124	2323	21%	2.42	13295	12554	741	6%	0.77	13371	11839	1532	13%	1.60
06:00-24:00	13916	11630	2286	20%	2.12	13792	13243	549	4%	0.51	13854	12437	1418	11%	1.31
00:00-24:00	14109	11911	2198	18%	1.53	13972	13550	422	3%	0.29	14041	12731	1310	10%	0.91
AM peak time	10:00:00	11:00:00				11:00:00	11:00:00								
AM peak volume	1145	942	203	22%	3.38	1081	1105	-24	-2%	-0.40	1113	1024	90	9%	1.49
PM peak time	16:00:00	13:00:00				16:00:00	18:00:00								
PM peak volume	1187	1039	148	14%	2.47	1153	1090	63	6%	1.05	1170	1065	106	10%	1.76

ATC site 127 (Sandbanks Road) - 7-day average traffic volume comparison all directions

Time period	7-day average		Difference in 2022		
	2022-05-01 to 2022-05-22	2018-05-01 to 2018-05-22	Quantity	%	Vehicles per minute
00:00	42	92	-50	-54%	-0.83
01:00	21	43	-22	-51%	-0.37
02:00	11	19	-8	-42%	-0.13
03:00	11	14	-3	-21%	-0.05
04:00	16	8	8	100%	0.13
05:00	48	13	35	269%	0.58
06:00	166	40	126	315%	2.10
07:00	694	140	554	396%	9.23
08:00	1013	735	278	38%	4.63
09:00	902	1103	-201	-18%	-3.35
10:00	983	975	8	1%	0.13
11:00	1023	1021	2	0%	0.03
12:00	1086	1067	19	2%	0.32
13:00	1015	1104	-89	-8%	-1.48
14:00	1081	1028	53	5%	0.88
15:00	1139	1076	63	6%	1.05
16:00	1239	1156	83	7%	1.38
17:00	1208	1236	-28	-2%	-0.47
18:00	872	1242	-370	-30%	-6.17
19:00	656	968	-312	-32%	-5.20
20:00	535	718	-183	-25%	-3.05
21:00	384	548	-164	-30%	-2.73
22:00	225	368	-143	-39%	-2.38
23:00	106	208	-102	-49%	-1.70
07:00-19:00	12255	11883	372	3%	6.20
06:00-22:00	13996	14158	-162	-1%	-2.70
06:00-24:00	14327	14734	-407	-3%	-6.78
00:00-24:00	14476	14922	-446	-3%	-7.43
AM peak time	11:00:00	09:00:00			
AM peak volume	1023	1103	-80	-7%	-1.33
PM peak time	16:00:00	18:00:00			
PM peak volume	1239	1242	-3	0%	-0.05

ATC site 127 (Sandbanks Road) - Average Annual Daily Traffic (AADT) comparison all directions

Time period	AADT all vehicles	Change from previous year	
		Quantity	%
2005	14137	NO DATA	
2006	11998	-2139	-15%
2007	15137	3139	26%
2008	15036	-101	-1%
2009	14299	-737	-5%
2010	14378	79	1%
2011	14319	-59	0%
2012	12863	-1456	-10%
2013	13464	601	5%
2014	14786	1322	10%
2015	14988	202	1%
2016		NO DATA	
2017		NO DATA	
2018	14483	-505	-3%
2019		No data	
2020	11754	-2729	-19%
2021	11106	-648	-6%
2022* (comparison with 2021)	13978	2872	26%
2022* (comparison with 2018)		-505	-3%
Unadjusted statistics (2005 to 2022) † §			
Average	13782	-11	1%
Standard deviation	1277	N/A	N/A
Coefficient of variance	0.09	N/A	N/A
COVID-19 adjusted statistics (2005 to 2018 & 2022) ‡ §			
Average	14144	-13	0.37%
Standard deviation	907	N/A	N/A
Coefficient of variance	0.06	N/A	N/A

* Partial AADT data because year is still to be completed.
† Change from previous year for 2022 is based on comparison with 2021.
‡ Change from previous year for 2022 is based on comparison with 2018.
§ Years with no data are excluded from the calculations.