

Report on a survey on proposals for the St Mary's junction

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About the survey

The survey could be completed in one of two ways: online or in hard-copy format.

Awareness of the **online survey** was raised through a press release issued on Monday, 12 February 2018 to the County Press, On The Wight, Island Echo and Isle of Wight Radio. Each outlet covered the press release.

The online survey was hosted on my website¹. The preamble to the questions provided a link to the Council's consultation page², and direct links to documents in PDF format described as follows:

- background information³
- scheme drawing⁴
- a phasing plan and scheme drawing in great detail⁵

While the Council consultation was still open, text was included encouraging responses also be sent directly to the Council. This included both the email address and the postal address the Council had promoted for responses.

The **hard-copy survey** was printed on an A3 newsletter delivered to 95 per cent of households in Parkhurst Ward between 15 February 2018 and 20 February 2018. The latter was the day before the close of the Council's own consultation. The leaflet included a small-scale reproduction of a scan of the Council's plan of the scheme and two hand-drawn and somewhat rough sketches indicating the 'before' and 'after' road layouts for the proposed scheme. The leaflet twice referred to my survey being available for completion online, including the relevant link. The link to the Council's consultation web page was included on the leaflet.

NOTES:

There were small differences in the wording between the online survey and the hard-copy format in some questions. These are identified in this report.

One respondent indicated that they felt the questions were negative and leading. The wording was considered carefully and where it may have 'prompted' responses this is identified in the report. Further, it is hoped that any possible bias was minimised by providing clear links to the council's plans, by encouraging responses direct to the council including providing the council's preferred email and postal contact details, and by ensuring that requests for information that would identify respondents was optional.

¹ <https://andrewgarratt.mycouncillor.org.uk/junction-survey/>

² <https://iwight.com/consultations/>

³ <https://www.iwight.com/documentlibrary/download/st-marys-junction-improvement-works-background-document3>

⁴ <https://www.iwight.com/documentlibrary/download/st-marys-junction-improvement-consultation-plan>

⁵ <https://www.iwight.com/documentlibrary/download/st-marys-junction-phasing-plan1>

Respondent statistics

NOTE: It is important to bear in mind that as responding to the survey was by 'self-selection' it cannot be considered representative of general public opinion.

There were 215 responses – 189 online and 26 hard-copy. Of the online responses, six (6) were those of people asked to respond as a means of testing the online set-up of the survey.

Providing contact details was optional. With this in mind, a question asked for postcodes for statistical purposes. This, too, was optional.

Respondents who provided address information break down into the following postcode sectors, with PO30 postcodes further broken down:

Postcode	Frequency
PO30	106
PO30 1	5
PO30 2	6
PO30 3	3
PO30 4	12
PO30 5	69
PO31	14
PO32	6
PO33	15
PO36	5
PO37	2
PO38	3
PO40	2

Mode of transport

Respondents were asked about their use of the junction as broken down by mode of transport. The responses were as follows:

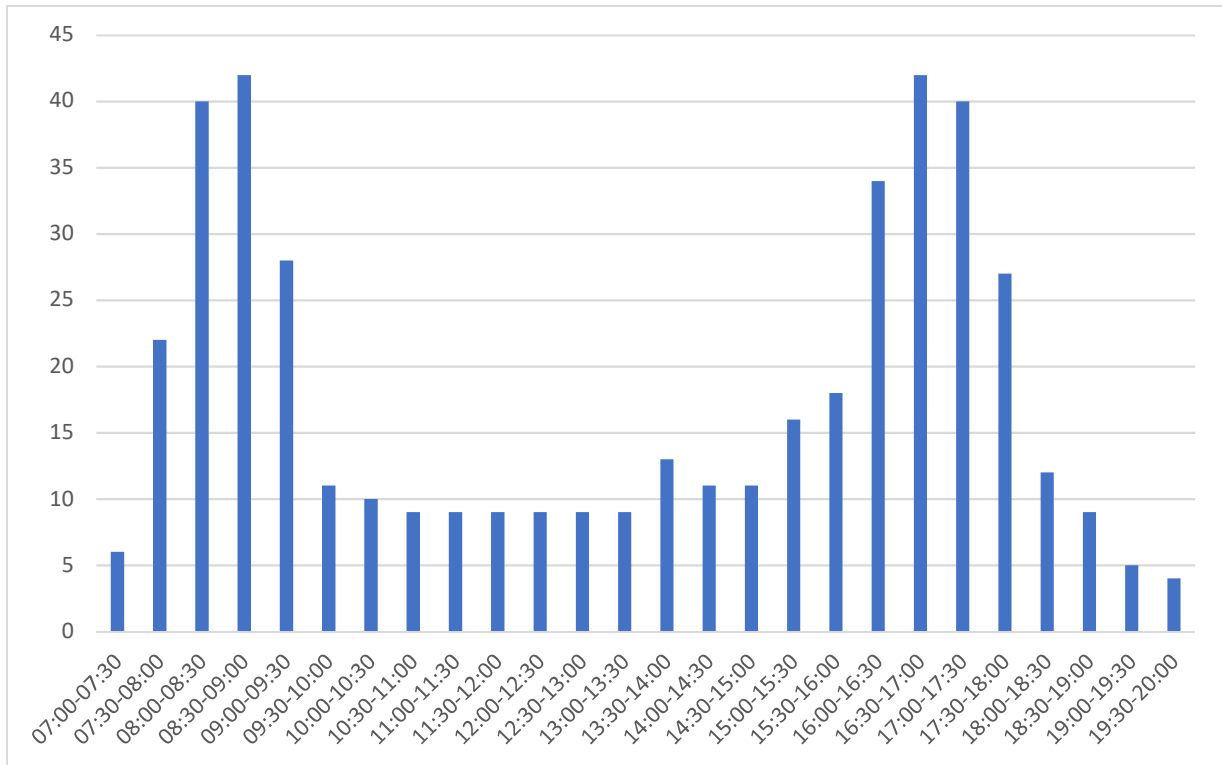
Pedestrian	92
Cyclist	40
Motorcyclist	23
Car driver or passenger	206
Larger vehicle*	52

* responses showed that for many this was in a commercial vehicle such as a van or lorry, for some this was a bus user

Days and times of junction related impacts

A question asked “roughly what days and times are you most affected by any issues related to this junction”. Responses were given in 202 cases. Weekdays were specifically mentioned by 62 respondents; 13 responses included specific references to weekend days.

The chart below shows the spread of those clearly referring to particular times:



Other responses would allow days of week and times to be inferred, such as references to “peak hours”, but this has not been done at the time of writing.

Respondent views on the Council consultation

NOTE: It is important to bear in mind that as responding to the survey was by 'self-selection' it cannot be considered representative of general public opinion.

Several questions were asked to provide insight into the Council's consultation methodology.

- **Before taking this survey, were you aware of the Council's plans and its consultation?** (online wording)
- **Before reading this leaflet, were you aware of the Council's plans and its consultation?** (hard-copy wording)

Yes	160	74%
No	55	26%

- **Did you visit the mobile exhibition?**

A mobile exhibition of the plans, with staff from Island Roads present, had been in place near the junction for two days.

Yes	33	15%
No	182	85%

- **Have you looked at the plans in any of the following ways?**

Note: the online survey allowed any of the options to be selected, including none. (It was, of course, optional in the hard-copy format.)

on the council website	120
at the mobile exhibition	30
through* the local media	138
none of the options	20

*the word via was used instead of 'through' on the hard-copy survey

Note: more respondents indicated that they visited the mobile exhibition than said they had looked at the plans in that way.

- **Do you think the plans and information provided are clear enough and complete enough for you to form an opinion?**

Yes	94	44%
No	121	56%

- **Do you think four weeks' consultation is enough?**

Note: the Council's consultation ran for four weeks to 21 February 2018.

Yes	41	19%
No	172	81%

- **Do you think that having the mobile exhibition on site for two weekdays was enough to give local people a chance to get information and ask questions?**

Yes	27	13%
No	187	87%

- **Have you responded directly to the Council consultation? (online wording)**
- **Have you responded to the Council consultation? (hard-copy wording)**

Yes	39	18%
No	173	82%

- **Just one design of scheme has been proposed. Do you think it would have been helpful to have more than one option to comment on?**

Yes	183	87%
No	28	13%

Respondents' opinions on the proposed scheme

NOTE: It is important to bear in mind that as responding to the survey was by 'self-selection' it cannot be considered representative of general public opinion.

Several questions were asked to gather opinions on the scheme.

Two of these required a choice of one option from two or more. The remainder allowed respondents to write/type in their views if they wished (a 'free text' response). A final question allowed for any other comments using a 'free text' response.

- **Do you think things will be better, worse or about the same if the scheme is implemented?**

Note: for the online survey a response was required from one of three choices. It was, of course, optional in the hard-copy format.

Better	21	10%
About the same	41	19%
Worse	152	72%

Three 'free text' questions gathered views about the scheme:

- **"Please set out any reasons why you think that"** [referring to the respondent's choice of Better/Worse/About the same] *
- **"If the scheme gets the go-ahead, are there any concerns you would particularly have?**
For example, some people are worried about extra traffic using Hunnyhill, the loss of parking spaces, and greater difficulty crossing Hunnyhill to the south." **
- **"Please use the space below for any other comments."**

* due to a coding error in the online survey a number of responses to this question may not have been recorded

** the examples were given to identify the types of concern people may have. It is quite possible that these 'prompted' some of the responses.

In summary those answering 'Better' provided responses as follows:

Concerns:

- impact on traffic and parking on Hunnyhill
- knock-on effect for the dual carriageway and Sandown traffic

Comments:

- crossings with traffic lights would help pedestrians
- further thought is needed to re-location of the bus stop
- it will make it quicker to exit a junction

- the scheme represents progress as the current highway system cannot cope with current usage
- the scheme would stop pollution from stationary traffic
- traffic in the area would be 'absolute chaos'

Suggestions:

- charging points for electric cars should be included in the new cul-de-sac
- green lanes for cyclists should be marked on the pavement
- Hunnyhill and Forest Road junction should have a yellow box for right turning traffic
- Island road infrastructure needs an overhaul
- shared use path should be connected to underpass to industrial estate/college
- strong oversight is needed on construction (citing 'mistakes' at the Asda and Staplers roundabouts)
- turning off Coppins Bridge traffic lights would make a further improvement

In summary, those answering 'About the same' provided responses as follows:

Concerns:

- council documentation seems to have limited data (listing details appearing to be missing from design)
- impact on hospital access including for emergency vehicles
- length of time to carry out any works
- parking generally in the Hunnyhill area will get worse
- parking specifically relating to the school-run to Hunnyhill School will get worse
- planting obscures visibility at roundabouts
- potential increase of traffic using the industrial estate exit for the college and businesses, especially if the roundabout is signalised
- safety of children crossing through standing traffic
- the scheme has not been explained effectively by the council
- traffic flow will get worse, with greater congestion and longer travel times
- traffic lights just north of the roundabout would 'cause chaos'
- traffic lights specifically will exacerbate congestion and waiting times
- traffic will face further delays and may rat-run on Hunnyhill and through Camp Hill
- unsuitability of Hunnyhill for HGV use

Comments:

- a query on whether or not consideration had been given to replacing St Mary's roundabout with slip roads
- concern at unsuitability of Hunnyhill for HGV use
- more thought needed on flow relating to the hospital

Suggestions:

- feeder lights are needed at Hunnycross for traffic turning right into Hunnyhill
- issues relating to Coppins Bridge should be addressed first (including suggesting switching off the traffic lights)
- other options should have been explored and voted on

- yellow boxes should be used appropriately, for example to help vehicles emerging from the industrial estate

In summary, those answering 'Worse' provided responses as follows:

Concerns:

- delays getting to the hospital will be made worse
- impact of greater traffic volume on Hunnyhill and through Hunnycross traffic lights, including that the road is narrow and its concrete construction unsuitable to heavy traffic
- impact on hospital access during the construction period if the scheme goes ahead
- lack of consideration of Cowes as a destination for traffic (industry, business etc)
- more pollution from traffic fumes
- problems of shared use of footpaths by pedestrians and cyclists
- safety of school children crossing
- scheme will make it more difficult to exit through the junction from the industrial estate and college
- southbound lanes on dual carriageway get congested because of the current lane use designations
- speeds of traffic on Hunnyhill
- that scheme will turn out to be 'another floating bridge'
- the proposed re-siting of the bus stop will hold up traffic
- the scheme could add to ambulance response times heading towards West Wight
- the scheme will lead to congestion at more times during the day
- the scheme will lead to further pressure on on-street parking in the area
- traffic lights will cause back-up of traffic, citing experience of the junction at Stag Lane
- traffic lights will cause difficulties for larger vehicles entering/exiting the dual carriageway
- traffic lights will generally interrupt flow of traffic
- traffic may rat-run on Hunnyhill and through Camp Hill

Comments:

- a view that Hunnyhill would not see a massive increase in traffic
- B&Q roundabout needs consideration as dangerous for pedestrian
- council have poorly communicated the proposals
- more options should be considered
- only road users who will benefit are bus users travelling to and from Cowes
- the scheme does not represent value for money

Suggestions:

- a road is needed through to link the new Pan Meadows and Asda roundabouts
- a smaller scale scheme should be considered with road widening at the Parkhurst Road (Hunnyhill)/Forest Road junction, either signalised or with a mini-roundabout
- a third lane is needed on the southbound dual carriageway to connect to the slip road leading to Fairlee
- an elongated roundabout or series of slip roads should be considered
- crossings near underpass and mid-way on Hunnyhill are needed
- improve visibility at the existing roundabout so drivers can judge approaching traffic better

- improved lane layout and/or structure on the dual carriageway
- straight on traffic at the roundabout would benefit from a bridge or underpass
- suggestions of (possibly peak time only) traffic lights should be used on the roundabout rather than all parts of the scheme
- switching off Coppins Bridge traffic lights would help (a number of respondents commented that traffic flow was better when the lights were not working) *
- that a right turn from Staplers into Fairlee would reduce pressure on Coppins Bridge
- that an intersection replace St Mary's roundabout
- that the 'real problem' is with Coppins Bridge and/or Coppins Bridge should be addressed first
- there is a need to consider building a bridge over the Medina
- yellow boxes should be used appropriately to facilitate traffic joining the roundabout, for example

Respondents' views on possible impact on their travel behaviour

NOTE: It is important to bear in mind that as responding to the survey was by 'self-selection' it cannot be considered representative of general public opinion.

One question specifically explored whether or not respondents would change their travel behaviour if the scheme was implemented. The question asked was:

“Also, if the scheme gets the go-ahead, do you think this will change how you use the area? For example, some have said they would be more likely to come into Newport via Carisbrooke rather than use Forest Road and the proposed traffic-light signalled junctions.”

Note: The example was given to help respondents understand the purpose of the question. It is possible that this 'prompted' a number of the responses mentioning Carisbrooke.

Responses relating to their own travel behaviour were given by 141 respondents. The following summarises their responses:

Generally saying avoid the area / find an alternative route	26*
No change (no reason given)	19
No change (no choice / have to use it / no viable alternative or similar reason)	50
Possibly change	10
Specifically saying via Camp Hill / prison estate	4
Specifically saying via Carisbrooke / Gunville	21
Specifically saying via Thorness / Whitehouse Road	4
Wait and see	6
Would proactively use new junction	1

Those indicating that they might change their travel behaviour total 65 which is 30% of the respondents generally and 46% of those giving a response.

* one respondent indicated that this was in the context of being a cyclist

Respondents' 'verdict' on the scheme

NOTE: It is important to bear in mind that as responding to the survey was by 'self-selection' it cannot be considered representative of general public opinion.

Respondents were asked the question: **"Given everything you know about the scheme do you think it should go ahead?"**

Three choices were offered. A response was required in the online survey. In the hard-copy survey, respondents could, of course, opt to make no choice.

Yes	16	7%
Maybe	41	19%
No	156	73%