

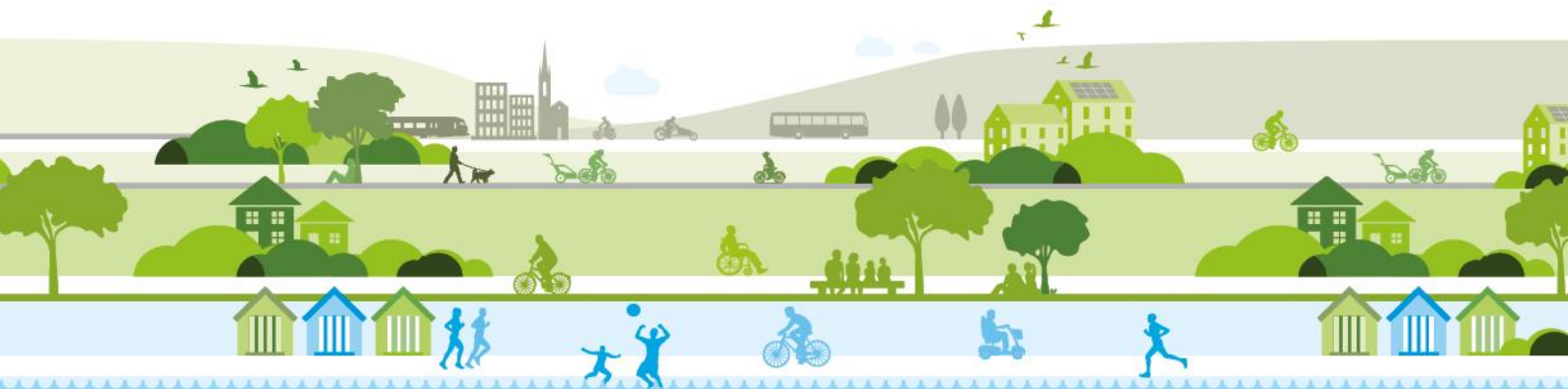
FERNSIDE ROAD – SEA VIEW ROAD REPORT

Poole town centre to/from Ferndown and Wimborne Route

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Introduction

BCP Council, on behalf of Dorset Council and BCP Council, ran a consultation on the proposed changes and designs of the Transforming Cities Fund (TCF) programme. This consultation ran from:



10 May 2021 – 14 June 2021

This report details feedback received on the Fernside Road – Sea View Road section on the survey (which is on the Poole town centre to/from Ferndown and Wimborne route). The proposed changes on this section are:

- A quiet route along Hunt Road
- A new two-way protected cycle track on the eastern side of Ringwood Road, between the Hunt Road and Sea View Road junctions
- New crossing points along the route
- Double yellow lines on Ringwood Road, between the Parkstone Heights and Hilton Close junctions
- More priority for cyclists and pedestrians at the junctions of Ringwood Road and adjoining roads
- Five bus stop locations to be upgraded along route, which could include accessibility improvements, new shelters and real-time information
- A new shared path link along Dorchester Road connecting to existing provision on Foxholes Road
- Changes to the road layout around the Dorchester Road and Balston Road junctions, with dedicated right-turn lanes and central hatching removed. Vehicles will still be able to turn right from Ringwood Road at these locations
- Improvements at the Ringwood Road/Sea View Road junction, with new controlled crossing points and shared space for walking and cycling

Methodology

The consultation was run online using BCP Council's engagement platform. The platform hosted accompanying information outlining the proposed changes and designs as well as some example images of what the proposed changes could look like. A survey was also hosted on the platform which allowed respondents to provide comments on any section of the two sustainable travel routes. An option to request hard copy versions of the information and survey was also made available.

Survey results



217 respondents

The respondent breakdown was as follows:

| | |
|---|-----|
| A resident living in or immediately around one of the routes | 124 |
| A BCP Council resident | 142 |
| A Dorset Council resident | 29 |
| A visitor to the area | 1 |
| Someone who travels through the area for work, leisure or other | 113 |
| Someone who owns/runs a business in the area | 23 |
| Someone who works in the area | 60 |
| A member of a local group or organisation | 10 |
| Other | 32 |

Note: respondents were able to select more than one category

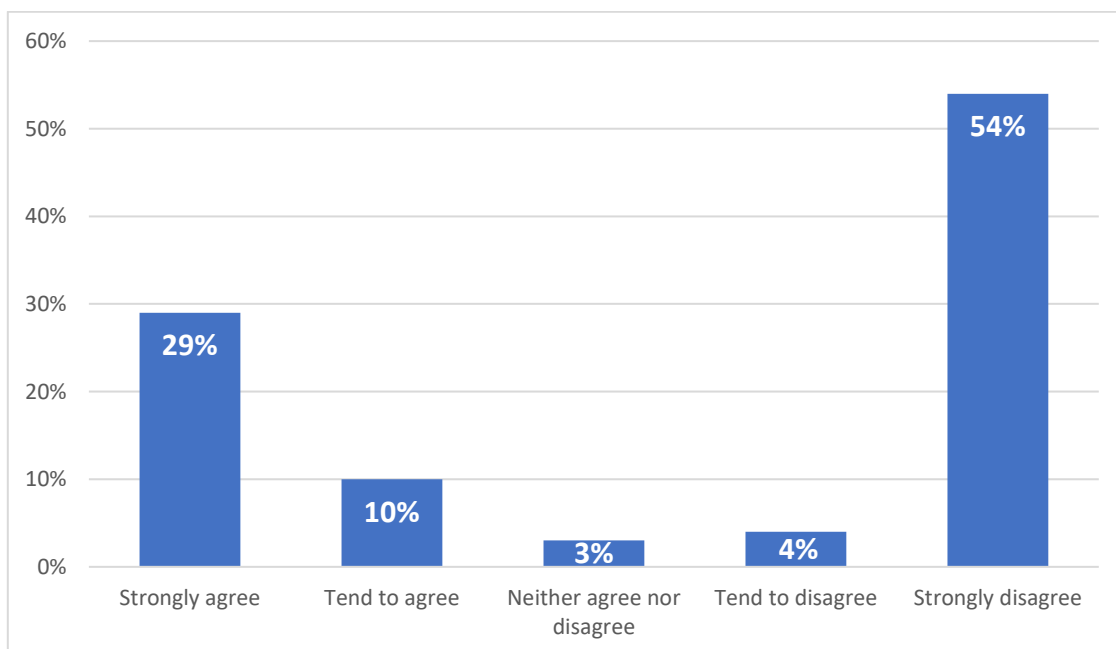
Figures in this report are presented as numbers of respondents who answered the question; this excludes 'don't know', 'not applicable' and 'no reply', unless otherwise stated.

Results are shown by mode of travel or equalities groups. The base number of respondents for some of these groups are low (less than 20); therefore caution should be taken when interpreting the results. Bases of less than ten are not shown.

Overall, to what extent do you agree or disagree with the proposed changes in this section?

Almost three in ten respondents (29%) strongly agreed with the proposals whilst over half of respondents (54%) strongly disagreed.

Figure 1 – Overall agreement/disagreement levels for Fernside Road – Sea View Road (% respondents)



Base: All respondents

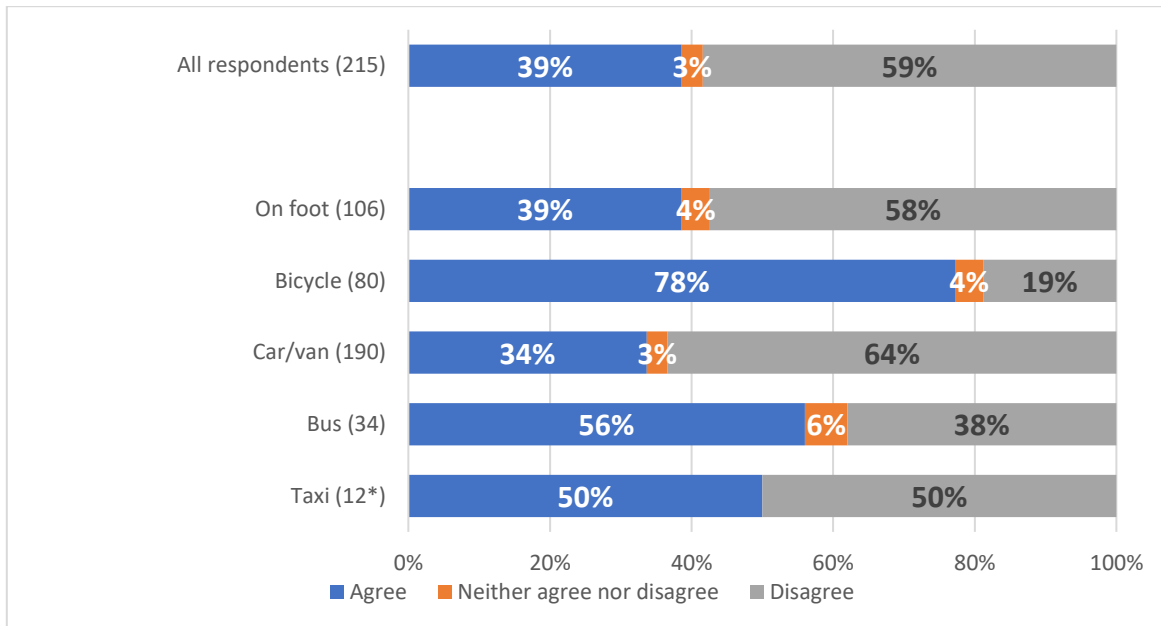


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Figure 2 shows agreement levels by mode of travel on the Poole town centre to/from Ferndown and Wimborne route. Respondents who travel by bicycle are most likely to agree with the proposed changes whilst those who travel by car/van are least likely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

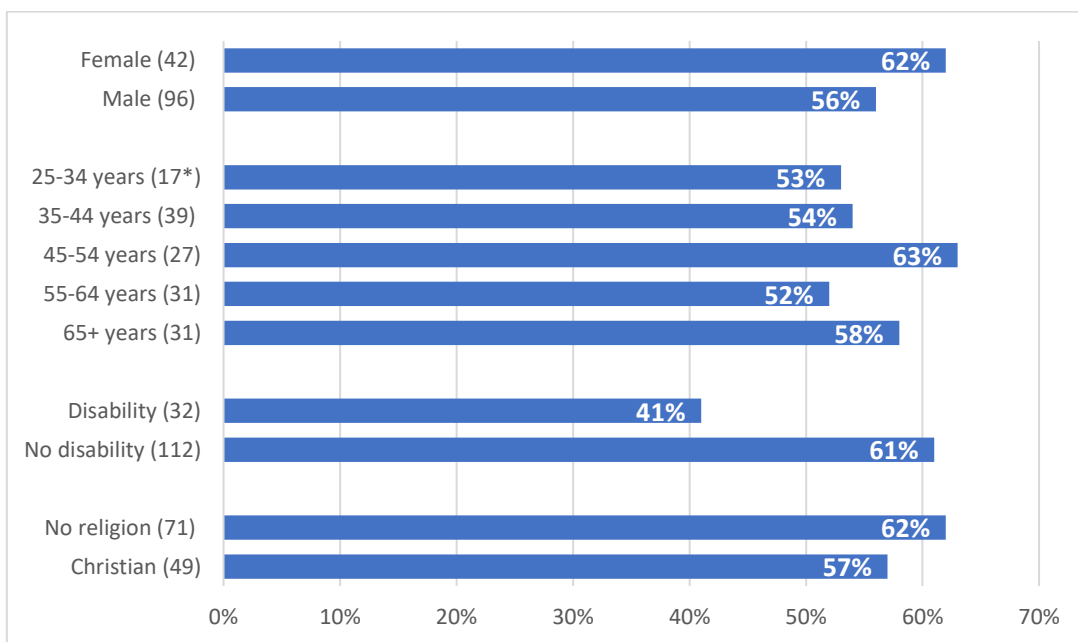
Figure 2 – Agreement/disagreement levels by mode of travel (% respondents)



Base: Variable as shown (* denotes low base. Excludes modes of transport with a base of less than 10)

Figure 3 shows agreement levels by equalities groups. Ethnicity and sexual orientation have not been included due to low bases. Respondents with a disability were significantly less likely to agree with proposals compared to those without a disability.

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



Base: Variable as shown (* denotes low base)



Comments



103 comments

Respondents were asked to explain why they agreed or disagreed with the proposed changes. Just over 100 respondents made a comment in relation to Fernside Road – Sea View Road. This included two written responses, one of which was from BH Active Travel. All comments can be seen in full in the appendix.

Comments were exported into Excel and coded into categories. Qualitative research does not seek to quantify data, instead, its purpose is to provide deeper insights into reasoning and impact. The numbers of people mentioning the most prevalent codes are provided in this report to give an indication of the magnitude of response. Importantly, however, given the nature of the data, this does not provide an indication of significance or salience in relation to the question asked.

Figure 4 shows the themes of comments received. The most prevalent themes were design comment/suggestion, general agreement, negative impact on traffic/road users and general disagreement.


Figure 4 – Themes of comments


| Theme | No. of comments |
|---------------------------------------|-----------------|
| Design comment/ suggestion | 21 |
| General agreement | 18 |
| Negative impact on traffic/road users | 15 |
| General disagreement | 15 |
| Changes will improve safety | 10 |
| Disagree with changes to road layout | 8 |
| Agree with bus stop upgrades | 7 |
| General cycle comment | 7 |
| Environmental factors | 7 |
| Agree with changes to road layout | 7 |
| Disagree with protected cycle track | 6 |
| Disagree with quiet route | 6 |
| Agree with protected cycle track | 5 |
| Accessibility issue | 4 |
| Disagree with shared paths | 4 |
| Agree with quiet route | 3 |
| Other | 2 |
| Agree with new crossing points | 2 |
| Disagree with new crossing points | 2 |
| Health/Disability issue | 1 |


Base: 103 respondents

Design comment/suggestion


Comments varied but there were some alternative suggestions to the proposed changes.


 “Happy with the segregated cycle lane up Ringwood Road. The segregated lane however should just continue down Ringwood road to join up with Longfleet Road Rather than the attempted quite route on Hunt/St Mary's Road. Quiet routes should, according to LTN 1/20 be genuinely low traffic roads for local access only and, for use by all ages and abilities, limited to 20mph. Cannot cycle to Ocean academy entrance on this route.”


 “Hunt road does seem a better candidate than St Mary's. I again am concerned that you will have issues with traffic flow if you narrow Ringwood road to compensate for this as again it is a popular through-road and has high traffic from the industrial estates in the area, would it not make more sense to pick a series of quiet roads through the residential areas and specialise them for cycling where there is less chance of cyclists clashing with cars and large lorries that frequently have issues seeing them? For example you could continue from Hunt Rd up to Gorse Hill Rd and then Pound Lane removing a chunk of travel on Ringwood Road completely...”

 “I appreciate why you're considering a two way protected cycle track on east side of road, but if cyclists have to stop at a toucan crossing to get over the other side from Ringwood Rd south of Hunt Road, then there needs to be a good space for cyclists to get out of the road way and unmount. Generally though faster road cyclists and groups cycling will not do this and will likely still use the left hand (west) side of the road to prevent dismounting and waiting at a crossing. What happens at the end of the southern protected cycle track on east side of road - just finishes /dead end?”

General agreement

 “Live off Dorchester Road so this would make huge difference- trying to join Dorchester Road from my house is dangerous due to speed of traffic.”

 “These improvements look fantastic!! We really need these services to be able to travel safely on our bikes.”

 “ Less traffic on roads, safer for cyclists/runners, low carbon solution to travel, promotes fitness.”

Negative impact on traffic/road users



“Current traffic flow is already very high during morning and evening rush hour. Plus during emergencies it is very difficult for the emergency vehicles to pass through the newly created traffic flow.”



“These changes make the routes much less accessible for most of the population, will increase congestion and harm local services.”



“Two way cycle lanes are unnecessary as they are currently rarely used as a singular lane. This will result in a narrower road for cars, meaning slower journey times and more congestion. Similarly, the removal of the dedicated right-turn lanes and central hatching will mean a significant increase in congestion, with cars waiting for oncoming traffic to let them turn, and therefore a tailback of cars behind them as they wait. This issue will be magnified many times over during rush hour.”

General disagreement



“Poor planning and little consideration to the residents who cannot travel long distances freely quickly to / from work.”



“A lot of time and money wasted for near no improvement.”



“ The proposed changes are at the expense of current vehicular traffic and as such are impractical and unacceptable.”