

POOLE TOWN CENTRE TO/FROM MERLEY, POOLE: WIMBORNE ROAD

Responses to issues raised - TCF Consultation 2021

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Context

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 24 February – 31 March 2021.

This report details responses to issues raised by respondents to the Wimborne Road section of the Poole town centre to/from Merley, Poole route. This section included Wimborne Road between Denmark Lane and the New Inn junction.

More details on the proposed improvements and the insight report summarising the outcome of the consultation for this sub-section can be found on the BCP website www.bcpCouncil.gov.uk/tcfwimborneroad

Responses to issues

We have considered all comments received through the consultation process, and below we have summarised the key themes that emerged for the Wimborne Road section from responses to the open questions within the online questionnaire, as well as received letters and emails.

The table below sets out our responses to the most frequently recurring themes that emerged through the analysis. The full frequency showing the number of times each code description was used, as well as example comments, can be found in the insight report mentioned previously.

Comments were also raised through other channels, including social media, during the process. In the table below, we have also sought to address pertinent matters received through these channels that necessitated a response.



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General comments/recommendations

Theme	Nature of comments received	BCP / Dorset Council Response
General agreement with walking / cycling improvements	Agreement with proposals	We welcome these comments in support of the scheme. They have been noted as part of the process to determine the outcome taken forward.
	Any move to protect and encourage cyclists and pedestrians is hugely positive	
Disagree with cycling changes	The proposed changes will increase congestion.	The purpose of the Transforming Cities Fund (TCF) programme is to broaden the travel options available across the South East Dorset area. By encouraging more walking and cycling, particularly for shorter journeys, and increasing bus usage in the area, we can help to reduce congestion on our already busy road network. As a result, we'll also help to improve air quality and create safer, more pleasant places in which to live, work and do business.
	These proposals will increase traffic congestion which consequently create more pollution.	We will be monitoring the effect of the scheme against a number of metrics, including the level of traffic congestion, number of cyclists, carbon and public health benefits. Traffic/cycle count data and speed data has already been collected in the area, and we will be collecting similar data at regular intervals following the delivery of the scheme to measure its impact. The monitoring and evaluation we will be doing follows best practice guidance and we are liaising with experts in the Department for Transport to ensure our methods of assessment are robust.



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	Not enough cyclists to justify expense/changes.	In accordance with government guidance on cycle design (Local Transport Note 1/20), the current advisory cycling provision along Wimborne Road is not suitable for all cyclists. Protecting cyclists from vehicular traffic will encourage more people of all ages and abilities to use it.
	The existing provision is safe and works well.	Evidence from across the UK indicates that people will only consider taking up cycling if they have a safe, protected space away from vehicles. The TCF programme is about providing safe facilities and to encourage as many people as possible to use them. The more people we encourage to do this for a small number of trips the more we contribute to reducing congestion and pollution and therefore improving air quality across the South East Dorset region.
Design comment/ suggestion	Dual flow cycle path is unsafe and will cause accidents	Taking note of the consultation responses, the design has been amended to a one-way cycleway on both sides of Wimborne Road, between Heckford Road and Fernside Road.
	Why not just widen and protect the existing lanes on each side	It is proposed that where possible the cycle lanes will be segregated with a stepped kerb, protected from vehicular traffic. Access to/from properties along the route will be maintained.
	Cycle lanes need to be fully protected with clearly marked routes and signage	Along the route, we will be providing new wayfinding signage to local destinations and signposting routes via residential areas where appropriate. We are also surfacing the cycle lanes in red tarmac to draw awareness to the cycle lanes and further aid segregation and wayfinding.

Disagree with road closure

Theme	Nature of comments received	BCP / Dorset Council Response
Disagree with closure on Wimborne Rd/ Stokes Avenue	The road closure will increase traffic on Haynes Avenue impacting residents	<p>The proposal to close Stokes Avenue to vehicular traffic was proposed in order to ensure the safety of cyclists using the bi-directional cycleway.</p> <p>Taking note of the consultation responses, the design has been amended to provide one-way cycle lanes on both sides of the road and therefore the closure on Stokes Avenue is no longer required and will not be happening.</p>
	The changes would make travelling along Haynes Avenue more dangerous	
	Should be Haynes Rd closed not Stokes Ave	
	Not enough cyclists to justify the road closure.	

Impact on bus stops, parking and access

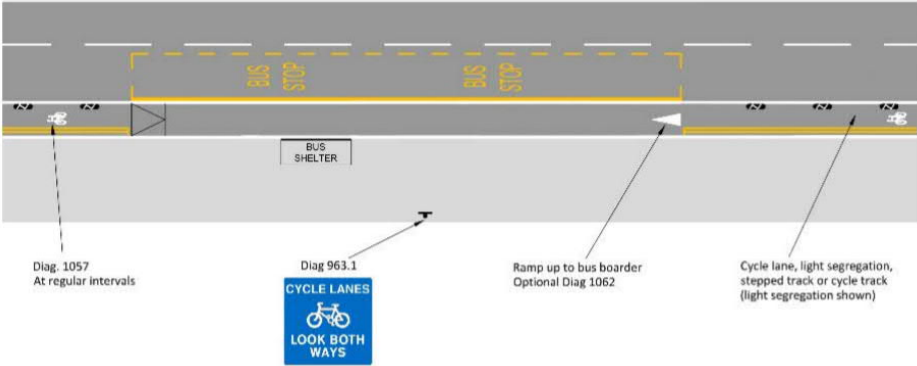
Theme	Nature of comments received	BCP / Dorset Council Response
Disagree to removal of on street parking	A lot of properties do not have driveways so the on-street parking is essential.	<p>Surveys have been undertaken reviewing the parking levels in the area. The results demonstrate that there are sufficient spaces on the immediate adjoining roads to accommodate vehicles that may have been parked on Wimborne Road.</p> <p>Residents who have paid for permits are free to park anywhere within the Heckford Park Residents' Parking Zone during the restricted hours, and this includes the immediate side roads off of Wimborne Road.</p> <p>Therefore, people without off-street car parking and/or those with car parking permits have been catered for and can be accommodated in the immediate side streets.</p>
	Removing it would be unfair to residents. Residents have already paid for permits.	



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Access issue	The proposals create access problems for emergency vehicles.	<p>Key stakeholders, including the emergency services, have been kept informed of the programme's and could provide their feedback during the consultation.</p> <p>We have continued to engage with them whilst the design is being finalised to ensure that the final scheme which is delivered is safe for all users. They are also kept informed of the Traffic Regulation Orders (TROs) which are required to make certain changes to the highway.</p>
	Not everyone can cycle/walk – still a reliance on cars so the proposals are not inclusive.	<p>The purpose of the Transforming Cities Fund (TCF) programme is to broaden the travel options available across the South East Dorset area.</p> <p>We do not want to prevent those who need to travel by car from using one, but instead are looking to provide more choices for the way people are able to safely travel and encouraging those who can, to walk, cycle, or use public transport particularly for shorter localised journeys.</p> <p>We have a number of developments across the routes that will help improve accessibility for all users, including realigning kerbs at bus stops to aid access to/from buses, widening and resurfacing pavements, and installing dropped kerbs and tactile paving.</p> <p>We are also working closely with a number of organisations and local bus operators as the design progresses to ensure the routes are inclusive for all.</p>
Public transport issues	Concerns over the removal of bus stops	<p>No bus stops are being removed along Wimborne Road.</p> <p>The northbound and southbound stops located close to the Stokes Avenue / Sandbourne Road junction are being moved slightly further north, and the stop near the access to Poole High School is being located further south to provide space for the proposed cycle facilities. This will have no impact on the bus services currently in place on Wimborne Road.</p>

	<p>Dangerous interaction between bus stops and the cycle lanes</p>	<p>Due to the width constraints along Wimborne Road, where the cycle lane passes in front of a bus stop a small section of shared space will be introduced where people board/alight the bus. This is in line with current design standards in the LTN 1/20 and this type of infrastructure is already being used successfully in a number of other areas across the country. An example layout of a bus stop border (Figure 6.32):</p> <p>Figure 6.32: Bus stop boarder layout</p>  <p>The diagram illustrates a cross-section of a road with a bus stop and an adjacent cycle lane. A dashed yellow line marks the 'BUS STOP' area. A 'BUS SHELTER' is located within this area. To the right of the bus stop is a 'CYCLE LANE' with a blue sign that says 'LOOK BOTH WAYS'. A 'Ramp up to bus boarder' is shown as a dashed line. A 'Cycle lane, light segregation, stepped track or cycle track (light segregation shown)' is also indicated. Labels with arrows point to various elements: 'Diag. 1057 At regular intervals' points to a dashed line on the left; 'Diag 963.1' points to the 'CYCLE LANE' sign; 'Ramp up to bus boarder Optional Diag 1062' points to the dashed line on the right; and 'Cycle lane, light segregation, stepped track or cycle track (light segregation shown)' points to the cycle lane area.</p> <p>Pedestrians who are waiting at the bus stop, or alighting a bus, will have to cross over the shared space on the cycle lane. Signage will be installed raising awareness of the interaction between cyclists and pedestrians, as well as ramps on the cycle lane to encourage slower speeds before approaching the bus stop.</p>
	<p>No bus stop laybys will cause congestion</p>	<p>To provide space for the one-way cycle lanes on both sides of Wimborne Road, the layby for the northbound bus stop by Tatnam Road junction will have to be removed.</p> <p>There are no timing stops along this route, so buses are only permitted to stop for as long as is necessary to pick up/drop of passengers. As such, we do not expect the layby removal to have a major impact on congestion.</p>