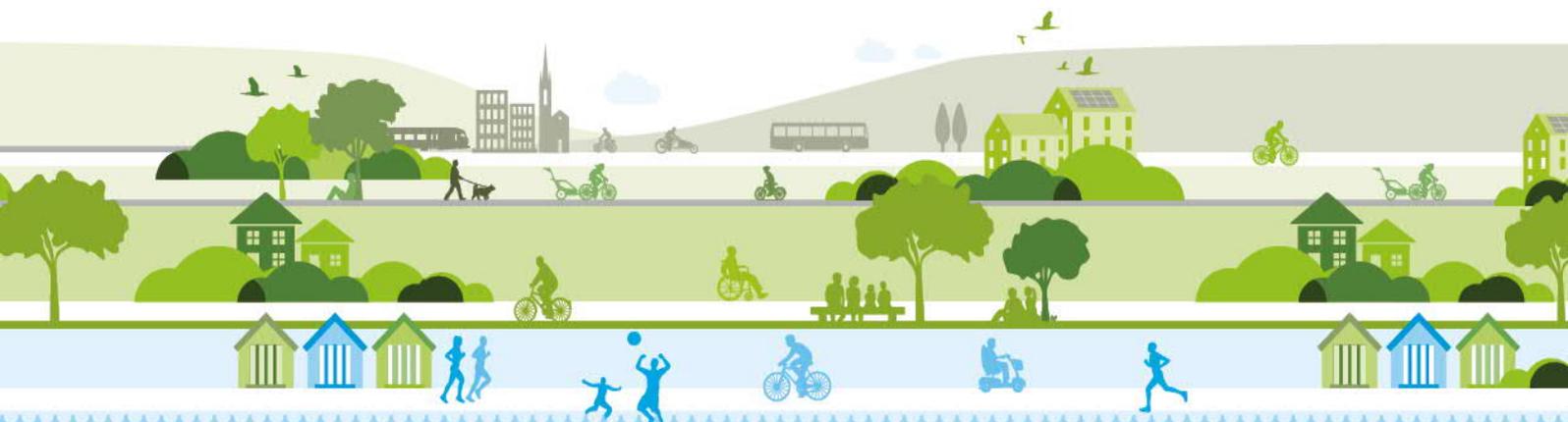


# GEORGE ROUNDABOUT – FERNSIDE ROAD

## Responses to issues raised - TCF Consultation 2021

**Version:** V1.0

**Date:** 07 February 2022



## **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 10 May – 14 June 2021.

This report details responses to issues raised by respondents to the southern part of the Poole town centre to/from Ferndown and Wimborne route, between The George roundabout and Fernside Road (A35). This section included proposals along Longfleet Road and a quiet route on St Mary's Road and Hunt Road.

More details on the proposed improvements and the outcome of the consultation for this sub-section can be found on the [BCP website](#).

## **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 Longfleet Road and St Mary's 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. A full list of the comments received and the full frequency showing the number of times each code description was used, 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.

**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.
	Supportive of safer cycle lanes	
	The changes will allow safer travel for cyclists and pedestrians.	
Disagree with cycling changes	The increased congestion will have a negative effect on the environment and pollution	BCP Council and Dorset Council were jointly awarded £79m by the Department for Transport (DfT) through its TCF scheme. This grant, plus further local contributions, means the Councils have more than £100m to specifically invest in public and sustainable transport infrastructure.
	Cycle lanes aren't needed as cyclists won't use them.	The purpose of the Transforming Cities Fund (TCF) programme is to broaden the travel options available across the South East Dorset area by investing in improvements to walking, cycling and public transport infrastructure. Evidence from across the UK indicates that people will only consider taking up cycling if they have a safe, protected space away from vehicles.
	Money should be spent elsewhere on road improvements	<p>The TCF programme is about providing safe facilities and to encourage as many people as possible to use them. 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 and 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.</p> <p>As part of the TCF programme, a number of road improvements will be made at the same time along the routes, including resurfacing, better drainage, accessibility and safety upgrades, and bus stop improvements.</p> <p>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. 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.</p>

		<p>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.</p>
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### Comments on design

Theme	Nature of comments received	BCP / Dorset Council Response
Design comment/ suggestion	Needs to be continuous protected cycle lane	The design along Longfleet Road is still to be finalised in collaboration with local stakeholders, but where cycle lanes are to be installed, they will be protected from traffic where the space allows. If there are sections where width restraints would prevent a physical protection, the highest level of provision will be provided.
	Need cycle provision around The George Roundabout	Although we recognise that better cycling and walking provision is required around The George roundabout, it forms part of the wider works ongoing for the regeneration of Poole town centre. We are working closely with that team to ensure their proposals connect into the TCF routes.
	Crossings are not in the right place	The design along Longfleet Road is still to be finalised, but the crossing locations have been proposed after completing a number of pedestrian counts and engagement with local stakeholders. The locations identified are appropriate for the monitored movement of people across the road.
	Pavements should be levelled and resurfaced for pedestrians	As part of the scheme, there are a number of improvements for pedestrians including realigning junctions to improve visibility at crossing points, new crossing points installed, widened, and resurfaced pavements, and the installation of dropped kerbs and tactile paving to help access. Once complete, the routes would be managed within BCP Councils' ongoing maintenance programme.
	Widen the roads don't narrow them	Multiple studies have been completed across the UK and internationally which indicate that widening roads or building new ones does not help alleviate congestion. Instead, it causes traffic to worsen, pulling more vehicles into the

		<p>road, locking in dependency, and increasing air pollution. There is also not enough space across the conurbation to widen the roads.</p> <p>We want to do things differently and use the creation of new infrastructure to our advantage by providing better bus, bike and walking facilities to offer safe, reliable, and easy ways of getting around.</p>
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### Disagree with Fernside Road junction changes

Theme	Nature of comments received	BCP / Dorset Council Response
Disagree with new crossing points	Will have a negative effect on traffic	<p>The TCF programme is about providing safe and easy to use facilities that will encourage as many people as possible to use them. Installing crossing points at the correct locations provides important links between neighbourhoods, as well as improving the safety of more vulnerable users, including school children, the elderly and those with disabilities.</p> <p>The locations identified are appropriate for the monitored movement of people across the road. Pedestrian and traffic counts have been undertaken and the locations identified for crossings are required and appropriate for the numbers of people and the movements across the road. The proposed crossings have also been modelled and their impact on journey time along the corridor has been assessed, and it is not expected to have a significant impact on traffic flow.</p>
	Not needed	
	Not enough demand for crossing at St Mary's Road	

### Impact on larger vehicles

Theme	Nature of comments received	BCP / Dorset Council Response
Dangerous for larger vehicles	Narrowing the road will make it dangerous for HGVs using the route	The design along Longfleet Road is still to be finalised in collaboration with local stakeholders which will determine if, and by how much, the carriageway will be narrowed by to provide the space required for the cycling provision. The

	Issues of buses passing each other	<p>final design will meet the required width of the road for HGVs and buses to pass each other.</p> <p>Multiple road safety audits (RSAs) will be completed throughout the design process and following the scheme construction which assess the safety of the scheme for all highway users. We are also working closely with local accessibility organisations as the design progresses to ensure the routes are inclusive for all.</p>
	Dangerous interaction between bus stops and cycle lanes	<p>The design along Longfleet Road is still to be finalised in collaboration with local stakeholders which includes the proposed cycle lane provision and how it may interact with bus stops. When agreed, final scheme design will be in line with LTN 1/20 guidance on bus stops, with the highest possible provision in the widths available.</p>

### Comments on accessibility

Theme	Nature of comments received	BCP / Dorset Council Response
Issues with access	Lots of hospitals/GPs on this road which will be negatively affected.	Key stakeholders, including the emergency services and Poole Hospital (UHD NHS Trust), have been kept informed of the programme's and could provide their feedback during the consultation.
	Negatively impact emergency services access	Now the consultation has finished, we are continuing to work closely with the hospital on the design development to ensure that the proposed improvements do not have a negative impact on the hospital and emergency operations, and that it is safe for all users.
	Provisions made for disabled access	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. 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.