

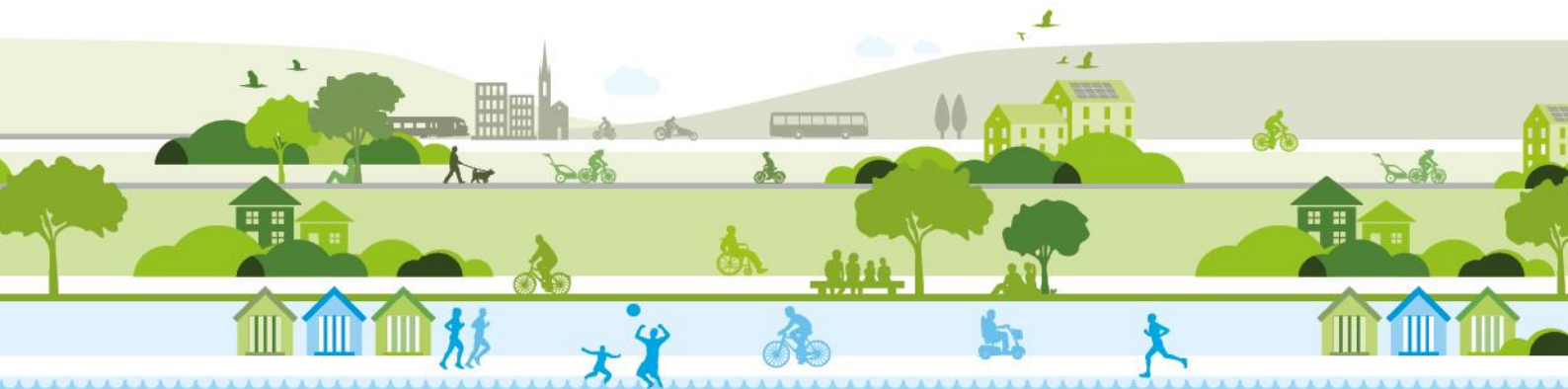
KINSON ROUNDABOUT – NORTHBOURNE ROUNDABOUT REPORT

Merley, Poole to/from Christchurch
Route

Insight Team

Author: Insight, Policy and
Performance, BCP Council

Version: V1.1





Transforming Travel

greener | healthier | better connected

Contents Page

Contents Page	1
Introduction	2
Methodology.....	2
Survey results	2
Comments.....	5



Transforming Travel

greener | healthier | better connected

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 Kinson Roundabout – Northbourne Roundabout section on the survey (which is on the Merley, Poole to/from Christchurch route). The proposed changes on this section are:

- A new protected cycle track installed on both sides of Wimborne Road between Horsham Road and the East Howe Lane junction
- Loading and waiting restrictions introduced on Wimborne Road to prevent parking between Horsham Avenue and the eastern junction of Kinson Grove
- More priority for cyclists and pedestrians at the junctions of Wimborne Road and adjoining roads
- Four bus stop locations upgraded along the route, which could include accessibility improvements, new shelters and real-time information
- New shared space and upgraded crossings at the East Howe Lane junction
- The existing footway on the south side of the road upgraded to shared space, between the East Howe Lane junction and Northbourne Avenue
- Improvements around Northbourne Roundabout, including two-way cycle tracks on both sides of the road between Northbourne Avenue and the roundabout, new crossing points and a shared use path on the eastern side
- Changes to the current one-way system in place on the service road south of Wimborne Road – access for vehicles would be restricted between the main road and the service road, while the service road itself would become two-way, with some parking removed at the eastern end to enable access in both directions
- Changes to the Northbourne Roundabout junction to reduce waiting times for buses would be subject to future consultation

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



159 respondents

The respondent breakdown was as follows:

A resident living in or immediately around one of the routes	108
A BCP Council resident	123
A Dorset Council resident	22
A visitor to the area	1
Someone who travels through the area for work, leisure or other	98
Someone who owns/runs a business in the area	19
Someone who works in the area	57
A member of a local group or organisation	9
Other	6

Note: respondents were able to select more than one category

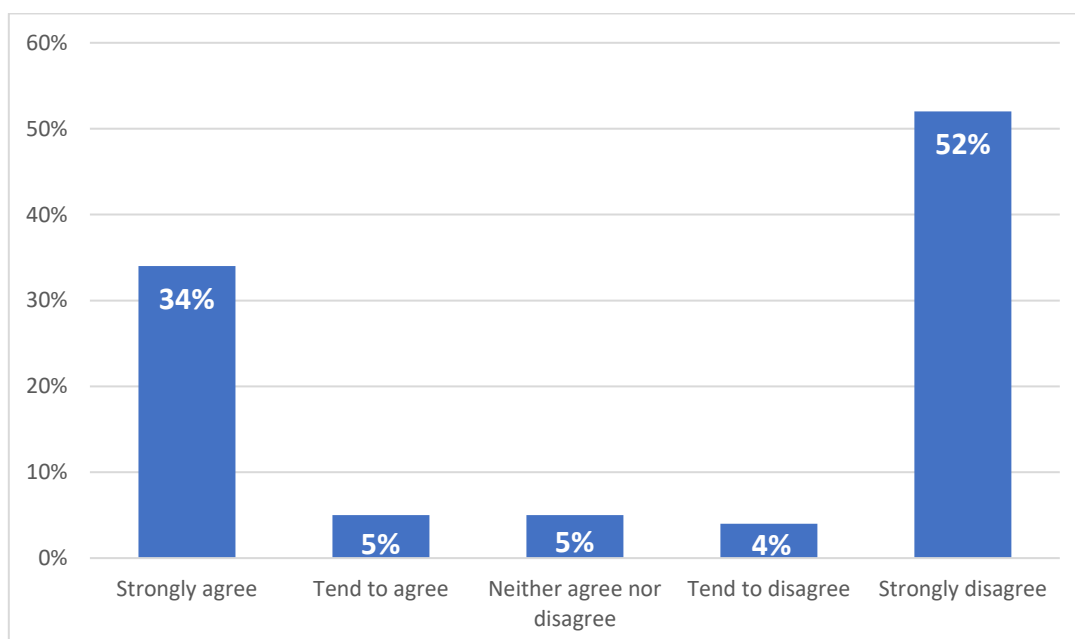
Figures in this report are presented as numbers of respondents who answered the question; this excludes 'don't know', 'not applicable' and 'no reply', unless otherwise stated.

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?

Just over one third of respondents (34%) strongly agreed with the proposals whilst just over half (52%) strongly disagreed.

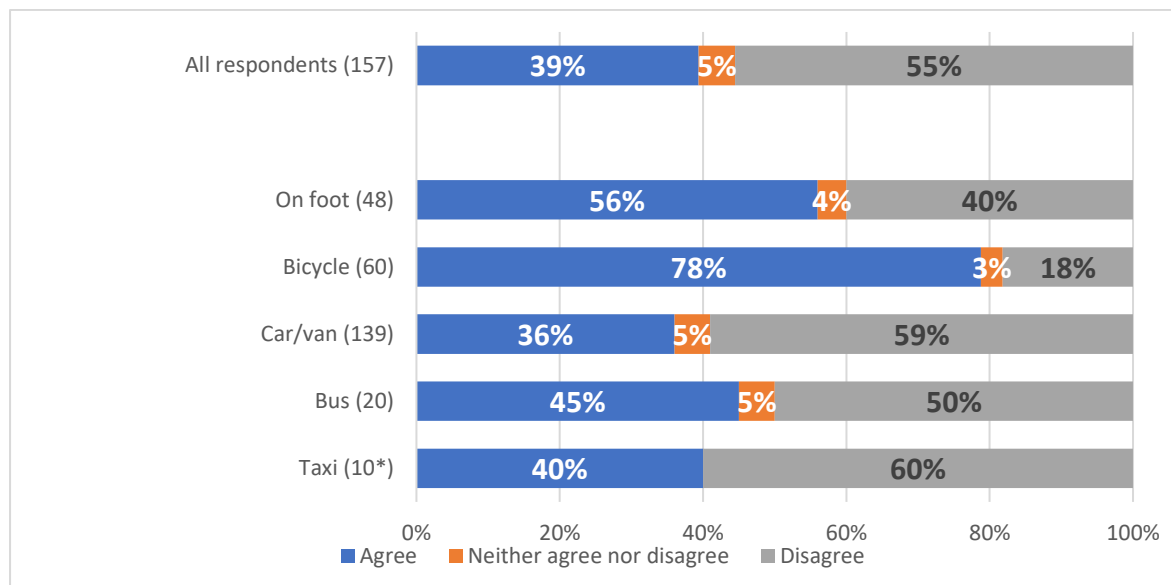
Figure 1 – Overall agreement/disagreement levels for Kinson Roundabout – Northbourne Roundabout (% respondents)



Base: All respondents

Figure 2 shows agreement levels by mode of travel on the Merley, Poole to/from Christchurch route. Respondents who travel by bicycle are significantly more likely to agree with the proposed changes than any other group.

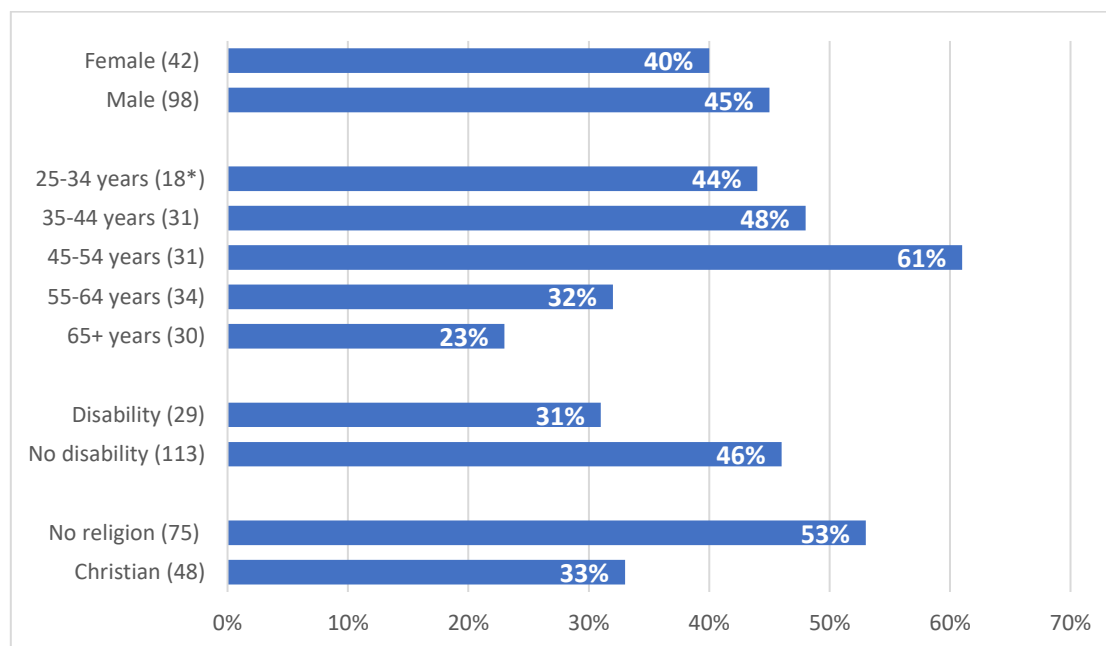
Figure 2 – Agreement/disagreement levels by mode of travel (% respondents)



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 aged 45 to 54 are significantly more likely to agree with proposed changes than those aged 55 and over. Respondents with no religion are significantly more likely to agree with proposed changes compared to Christian respondents.

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



Base: Variable as shown (* denotes low base)

Comments



85 comments

Respondents were asked to explain why they agreed or disagreed with the proposed changes. Over 80 respondents made a comment in relation to Kinson Roundabout – Northbourne Roundabout. This included two written responses.

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 disagreement, negative impact on traffic/road users and general agreement.

Figure 4 – Themes of comments

Theme	No. of comments
Design comment/ suggestion	20
General disagreement	19
Negative impact on traffic/road users	14
General agreement	12
Agree with cycle tracks	8
Disagree with waiting/loading restrictions	8
Disagree with cycle tracks	7
Environmental factors	6
Changes will improve safety	6
Disagree with shared paths	5
Accessibility issue	4
Other	3
General cycle comment	3
Health/Disability issue	3

Base: 85 respondents



Transforming Travel

greener | healthier | better connected

Design comment/suggestion

Design comments and suggestions varied but there were comments about the detail of the cycle track and issues travelling eastbound. There were also comments about where cars will be able to park if waiting restrictions come into force.

“First section is good, Unfortunate to have shared path, and only on one side. Important link up Avebury Avenue towards Ferndown, and to Stour Valley Park via Brecon Close. If nothing on north side, could the crossing be here rather than at New Road ? Northbourne Roundabout is a bit of a mixed bag. Link onto New Road just seems to stop.”

“No provision for eastbound cyclists. one shared path cannot support pedestrians and cycles going 2 ways.”

“I think this is pretty good – again, I’m not sure a protected space is any better than a painted cycle lane, especially on a road so wide in a 30 limit. Enforcement of the no parking is key for this success. The big problem going east is east of the X at East Howe lane – the road carriageway is narrow, and crossing to the shared path on the south side is unlikely to be done by many cyclists.”

“The north side of Wimborne road (Horsham avenue to Kinson Grove) is fully used for parking day and night , principally by the residents of the blocks of flats there , which have no off road parking facilities ..please advise where the residents will be expected to park if the on road facility is restricted or removed. Also, will the revised bus stops along this route be lay bys to allow traffic through flow. or will they continue to obstruct ALL traffic whilst in use by buses as they do currently?”

“I live in Graycot Close which is a small culdesac off Wimborne Road. We are already blighted with cars and vans from non residents parking in our road. We get customers from the doctors and dentists surgeries parking in our road and at times we cannot park in front of our own house. Any reduction of parking in Wimborne Road is going to just push those who park in Wimborne Road in surrounding roads including Graycot Close. It is already very difficult for the refuse collectors to get their truck down our road and I think these changes will make things even worse. Graycot Close cannot support any more parking it is as simple as that. Wimborne Road is wide enough and has enough crossing points to have a single cycleway on the side where the flats are.”

General disagreement

“This seems totally pointless and will cause months of inconvenience.”

“There are many less bike users than vehicles/pedestrians/mobility scooter users. This would make a bad road worse.”



"No gain from this."

Negative impact on traffic/road users



"Roads are congested enough, don't make it worse."



"Yet again these proposals promote congestion and hinder/stop commercial traffic essential to business..."

General agreement



"Great suggestions, I wouldn't consider riding this section at present, simply too many opportunities for vehicle drivers to crash into me, doors to be opened in my path, etc."



"Thank you for putting cyclists safety on your plan."



"I cycle and the roads need improvement. New cycle lanes would be great and help encourage more people to cycle."