

LONGHAM MINI ROUNDBABOUTS – GLENMOOR ROAD REPORT

Poole town centre to/from
Ferndown and Wimborne Route

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Version: V1.1





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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 Longham Mini Roundabouts – Glenmoor 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:

- The existing footway on the western side of Ringwood Road, between Pompeys Lane and Glenmoor Road, upgraded to a new shared use path
- Four bus stop locations upgraded, including accessibility improvements, new shelters and real-time information
- The existing crossing point near Holmwood Park development widened and new signage installed along the existing path behind the development towards Christchurch Road
- More priority for cyclists and pedestrians at the junctions of Ringwood Road and adjoining roads
- Pedestrian footway and crossing improvements at the junction of St Just Close with Ringwood Road

Opportunities for improvements between Longham mini roundabouts and Pompeys Lane are also being considered.

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.



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Survey results



214 respondents

The respondent breakdown was as follows:

A resident living in or immediately around one of the routes	124
A BCP Council resident	116
A Dorset Council resident	52
A visitor to the area	2
Someone who travels through the area for work, leisure or other	117
Someone who owns/runs a business in the area	31
Someone who works in the area	67
A member of a local group or organisation	14
Other	31

Note: respondents were able to select more than one category.

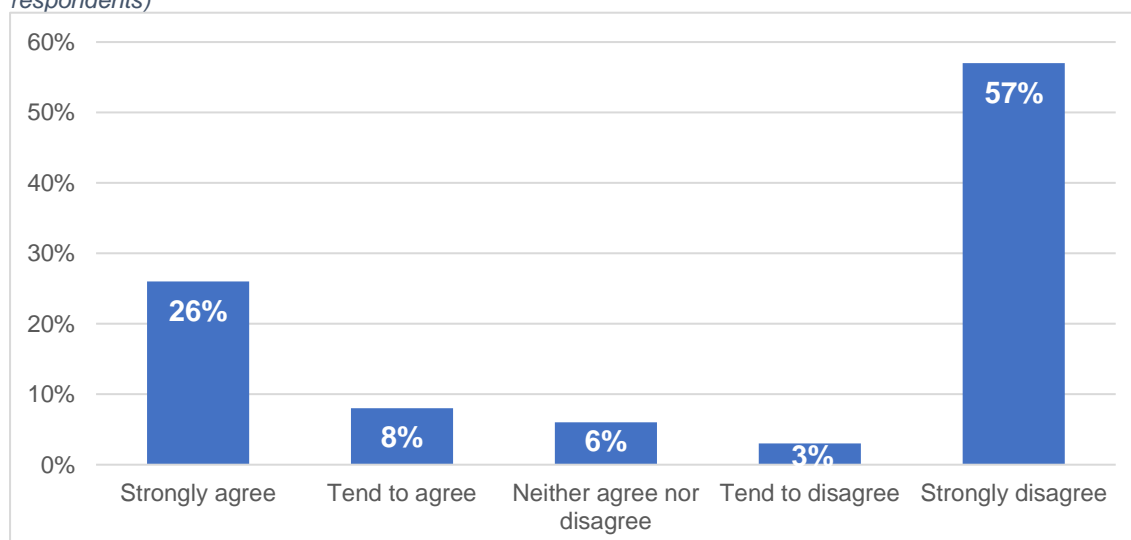
Figures in this report are presented as numbers of respondents who answered the question; this excludes 'don't know', 'not applicable' and 'no reply', unless otherwise stated.

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?

Figure 1 shows that over one quarter of respondents (26%) strongly agreed with the proposals and almost three fifths (57%) strongly disagreed.

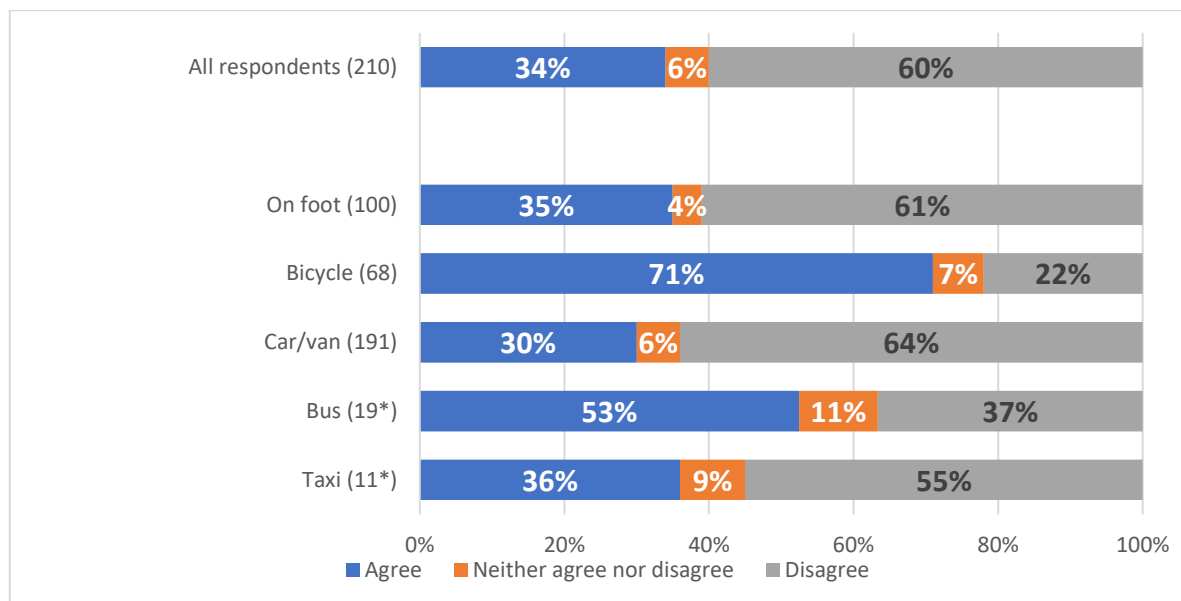
Figure 1 – Overall agreement/disagreement levels for Longham Mini Roundabouts – Glenmoor Road (% respondents)



Base: All respondents

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.

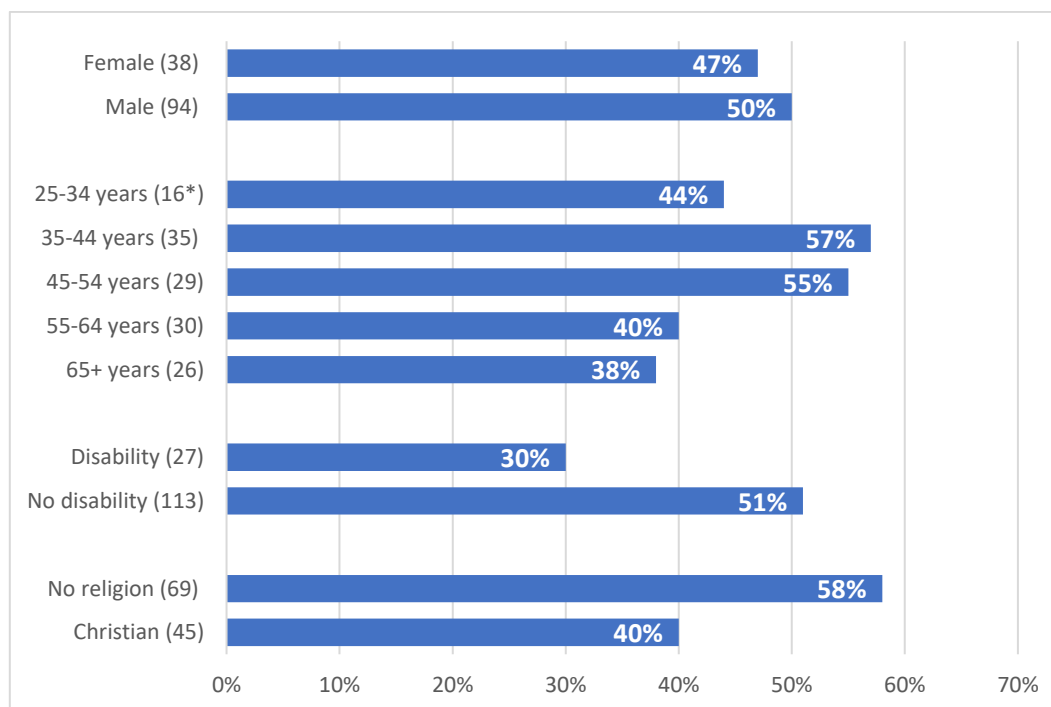
Figure 2 – Agreement/disagreement levels by mode of travel (% respondents)



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 than those without a disability.

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



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



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Comments



80 comments

Respondents were asked to explain why they agreed or disagreed with the proposed changes. 80 respondents made a comment in relation to Longham Mini Roundabouts – Glenmoor Road. 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 general disagreement, general agreement, general cycle comment and design comment/ suggestion. Example comments are shown below.

Figure 4 – Themes of comments

Theme	No. of comments
General disagreement	31
General agreement	21
General cycle comment	20
Design comment/ suggestion	20
Negative impact on traffic/road users	16
Disagree with shared paths	12
Environmental factors	9
Changes will improve safety	8
Agree with crossings	5
Accessibility issue	5
Public transport comment	3
Agree with shared paths	2
Disagree with crossings	1
Disability/ Health Issue	1

Base: 80 respondents



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General disagreement



"This agenda is all wrong and is misinformation itself. This initiative is not to aid travel, it is to force people to walk, cycle, and take a bus due to them no longer being able to afford a car."



"The overall traffic in the commuting periods will not benefit from a cycle lane. Having to drive through this route on a daily basis is horrendous."

General agreement



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



"Improvements are necessary to facilitate walking, cycling and taking the bus for more different groups of people (e.g. young and old, disabled). Currently it is an environment of fear, dominated by cars, parked or driving. Walking and cycling needs to be safe and uninterrupted. Every improvement helps and good to start with the most problematic sections, i.e. intersections, some stretches of road. Eventually it is important that safe routes are interconnected, to get people from A to B safe and happy. Speed limits are important, 20mph would be welcome in many places. Shared paths are often not ideal as it mixes fast cyclists with pedestrians, or forces cyclists to slow down considerably, which is not very attractive for commuters for example. non-segregated cycle tracks are better than nothing, but will be blocked by parking cars frequently which has to be controlled."

General cycle comment



"It will only be worth it if they are used, make it compulsory for cyclists to use them."



"The cycle lanes are often covered in debris which will cause a puncture so I would never use them and stick to the road instead"

Design comment/ suggestion



"Where a shared path is the only practical option, please use different coloured tarmac for the cycle and pedestrian halves of the path. In my experience, where the path is one colour and only a painted line is used to delineate, pedestrians tend to stray in to the cycle lane (and I'm sure the reverse is more likely as well)."



"Exiting Ringwood road at the mini roundabouts turning left onto Christchurch road it should be widened to accommodate two cars, one continuing straight ahead towards longhand, the other turning left towards Dudsbury golf course. It's such a bottle neck there, it can take me 15-20 minutes to clear that junction in the morning coming from my address in Dunedin drive. Double yellow lines should be put at the entrance of Dunedin drive as people park to close to entrance coming from Ringwood road. Myself and my wife have had many near misses there. A child will get hit by a car sooner or later. I'm not the only resident who thinks so"