

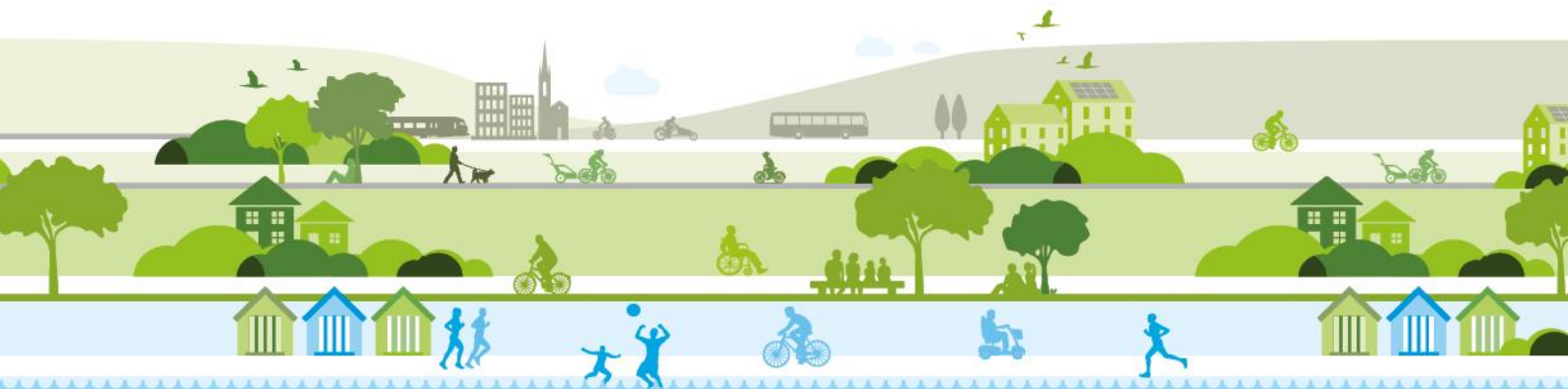
MANNINGS HEATH MINI ROUNDBABOUTS – MOUNTBATTEN ROUNDBABOUT REPORT

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 Mannings Heath Mini Roundabout – Mountbatten Roundabout 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 new two-way protected cycle track on the eastern side of Ringwood Road between Alderney Avenue and Mountbatten Roundabout
- The existing footways on both sides of Ringwood Road would be converted to shared paths for walking and cycling
- The existing southbound bus lane would remain
- A new toucan crossing near the Belben Road junction, along with improvements to the existing crossing point near Alderney Avenue
- More priority for cyclists and pedestrians at the junctions of Ringwood Road and adjoining roads
- Changes to the road layout at Alderney Roundabout, with a cycle track on the eastern side bypassing the roundabout and all approaches reduced from three lanes to two
- Five bus stop locations to be upgraded along route, which could include accessibility improvements, new shelters and real-time information
- A lower speed limit of 30 mph along Ringwood Road, between Mountbatten Roundabout and Alderney Roundabout
- The shared path on the western side of the road would connect to existing subway facilities and link up to and around Mountbatten Roundabout
- The new two-way cycle track on the eastern side would connect into the existing shared path and improvements along Wallisdown Road

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



211 respondents



The respondent breakdown was as follows:

A resident living in or immediately around one of the routes	123
A BCP Council resident	138
A Dorset Council resident	30
A visitor to the area	2
Someone who travels through the area for work, leisure or other	113
Someone who owns/runs a business in the area	25
Someone who works in the area	69
A member of a local group or organisation	8
Other	31

Note: respondents were able to select more than one category

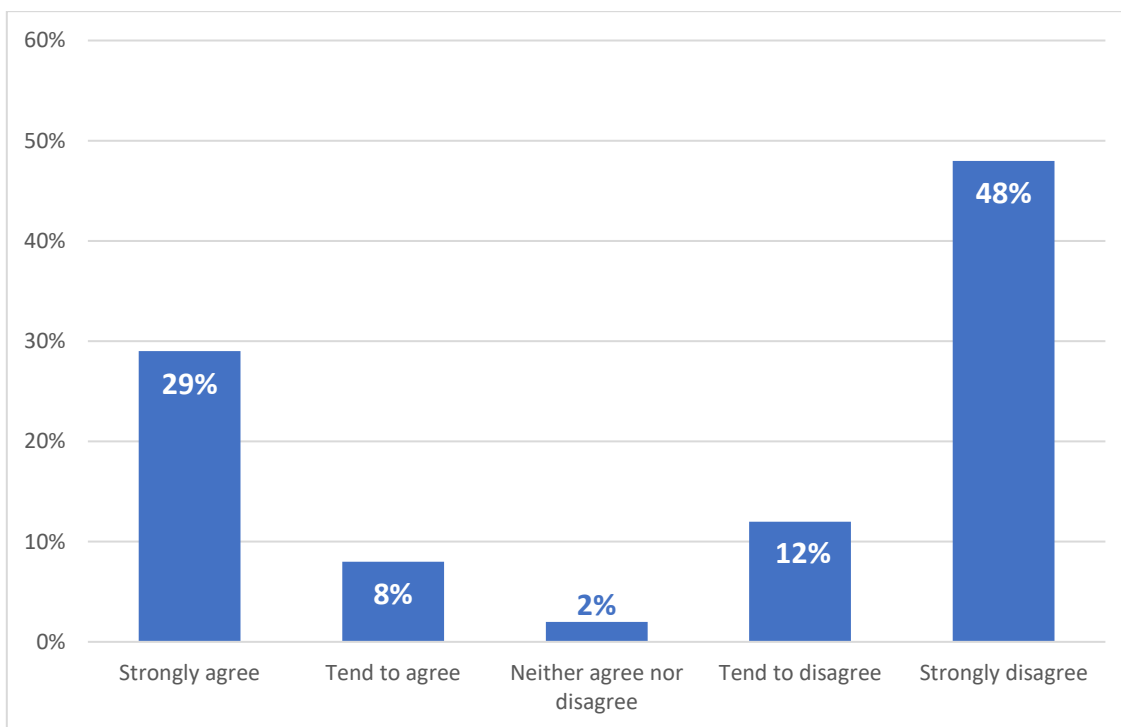
Figures in this report are presented as numbers of respondents who answered the question; this excludes 'don't know', 'not applicable' and 'no reply', unless otherwise stated.

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?

Almost three in ten respondents (29%) strongly agreed with the proposals, whereas nearly half of respondents (48%) strongly disagreed with the proposals.

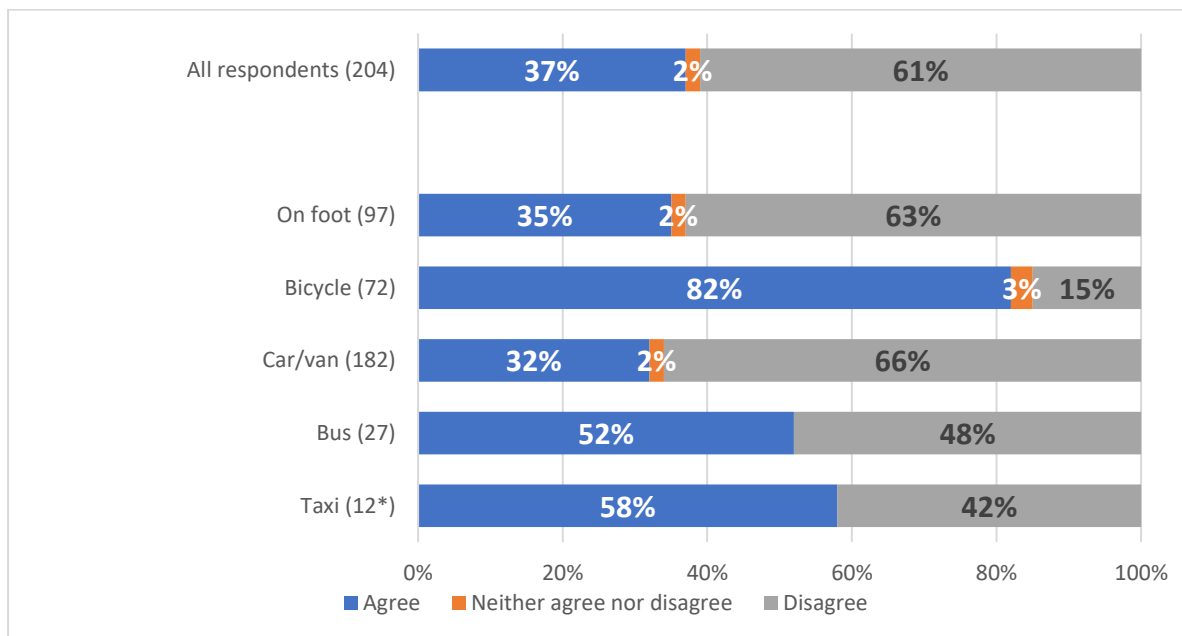
Figure 1 – Overall agreement/disagreement levels for Mannings Heath Mini Roundabout – Mountbatten Roundabout (% respondents)



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 significantly more likely to agree with the proposals than those who travel by foot, by bus or by car/van.

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



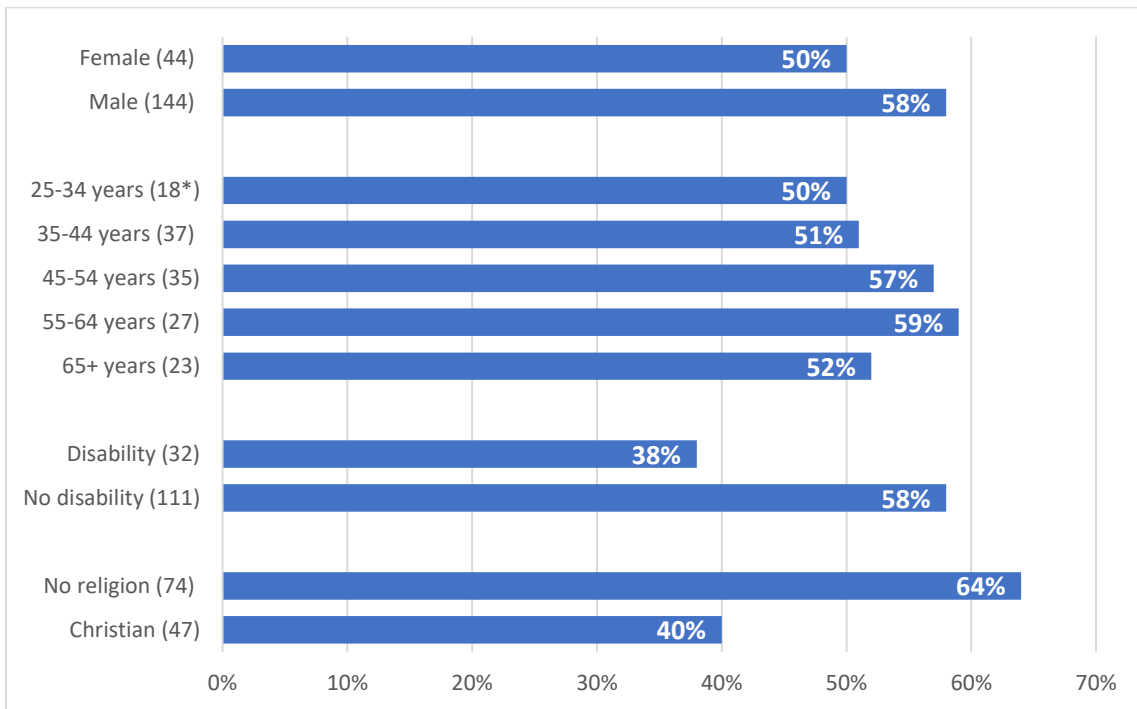
Base: Variable as shown (* denotes low base. Excludes modes of transport with a base of less than 10)

Figure 3 shows agreement levels by equalities groups. Ethnicity and sexual orientation have not been included due to low bases. Respondents with no religion are significantly more likely to agree with the proposed changes than Christian respondents.



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



Base: Variable as shown (* denotes low base)

Comments



107 comments

Respondents were asked to explain why they agreed or disagreed with the proposed changes. Just under 110 respondents made a comment in relation Mannings Heath Mini Roundabout – Mountbatten Roundabout. This included one written response 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 negative impact on traffic/road users, design comment/suggestion, and disagreement with cycle lanes.

Figure 4 – Themes of comments

Theme	No. of comments
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Negative impact on traffic/road users	28
Design comment/ suggestion	23
Disagree with cycle lanes	22
General agreement	16
Disagree with shared path	12
Access issue	9
Public transport comment	9
General disagreement	8
Changes will improve safety	8
Disagree with lower speed limit	8
Agree with cycle lane	7
Environmental factors	7
Agree with crossings	4
General cycle comment	4
Agree with lower speed limit	4
Disability/ Health Issue	3
Disagree with crossings	1
Disagree with 3 lanes to 2	1

Base: 107 respondents

Negative impact on traffic/road users

“Part of this is a major route to and from our busy transport hub in Broom Road, Mannings Heath. The route is essential and used by over 60 of our own HGV's 24hours a day. We have multiple customers that will need servicing along the route, notwithstanding our warehouse at Bournemouth Airport HGV's and cyclists seldom mix well.”

“Need to be realistic about the number of cyclists and improving traffic flow for cars. Make cars green (example London low emissions zone).”

“More traffic lights at St Mary's rd are not needed. Existing lights at Longfleet road work well as is. Changes to signal timings mean slowing down traffic for cars and thereby causing backups on Longfleet road which will lead to more traffic using garland road/jollife road as a cut through. I am also concerned that when cycling and trying to turn right into garland road from poole town center I will have to enter a lane of cars and then be stuck in a single lane of cars with no turnoff lane.”

Design comment/ suggestion

“Some good, some dreadful. Plans ignore the biggest gaps - The George Roundabout, High Street North going Southbound, but probably most importantly in the context of providing a continuous experience, the section from Garland Road to the Shah of Persia, and no improvements to the gap approaching that junction from the New Inn. Protected lanes on Longfleet past the hospital particularly welcome but does need means to prevent delivery drivers to the hospital from parking across the lane, they already park on the pavement rather than using the delivery area. Needs Wands/Bollards here. Quiet route exists. Traffic lights on St Mary's Road likely to increase the traffic using St Mary's and Hunt Road unless block for motorists.”



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“The key element to promote this change is how the route from Alderney on the eastern side is linked at the Mountbatten Roundabout so the cyclist can stay to the east throughout. The subway under Ringwood Road needs considerably better access on both sides of the subway. The flooding problem on the west side under Dorset Way needs a resolution. Coming from Canford Heath the route along Dorset Way needs to easily filter into this route as the cyclist from this direction will arrive at Mountbatten on the west side of the road so they will continue along Ringwood Road (in the dual carriageway) on the west side. So, a safe route here is needed until the Clock House roundabout quiet ways are met.”


“I am disappointed to note that there is no great change to the ability to safely cross Francis Avenue whilst negotiating the roundabout. The many heavy lorries and vans of all sizes plus residents' vehicles, those going to the golf club plus of dog walkers and mountain bikers headed to/from the heath make crossing here safely almost impossible.”


“Please put light segregation - those on Evening Hill are perfect - between the cycle lanes and the bus and car lanes. A bit of paint is not going to help. Also, add colour to the tarmac to stop peds walking all over it, which is what will happen unless it is exceedingly obvious. Please stop relying on share paths they just don't work when there is high foot fall.”

“Changes to Parish road, a road with only about 4 houses down it seems like an unnecessary waste of money. A drop curb alone would be sufficient. Given that this is near a hospital, a GP and church and there's been absolutely no consideration for tactile paving surfaces needed for the blind and partially sighted. There's guidance for this on the Government website yet none of these plans acknowledge this. I'm also worried about the increased traffic due to the narrowing of existing roads and additional traffic lights. Blocking off or limiting access from both ends of St. Mary's road for example is going to make it increasingly hard for residents to access the road during school run. There's already limited parking due to the new builds and flats not having sufficient parking spaces for the residents.”

Disagree with cycle lanes

 "I am not, however in support of suggestions to put two-way cycle lanes. Exiting Loewy Crescent is already difficult enough. If you need to go up to the Mountbatten Arms, it is challenging keeping an eye on the paths/cycle lane and navigate safely across to the offside lane, especially when one shouldn't cross lanes where there is a crossing and zig zag lines. In addition if a two way lane goes in we also have to take into account cyclists coming in the opposite direction of the road traffic. This will create a higher risk potential for accidents for those exiting Loewy Crescent. Please make this a single way cycle lane."

 "The heavy reliance on a shared path is concerning. Why is a dedicated and segregated cycle path not being used between Herbert Avenue and Alderney Avenue? The segregated cycle path disappears again around Mountbatten roundabout and my fear is that this will be a conflict point between cyclists and pedestrians, with some cyclists choosing to simply use the road again."

 "The Council are putting all these cycle lanes in, but the cyclists tend to still ride on the road and as the roads are being reduced in width this makes it more difficult for passing cyclists safely. As a driving instructor using most roads around Poole, Bournemouth and Wimborne I can see there may be some rather frustrated drivers who will take risks to pass cyclists who are not using cycling lanes."