

RIGLER ROAD - INGLESHAM WAY

Poole town centre to/from
Wareham Road, Holton Heath

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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:



24 February 2021 – 31 March 2021

This report details feedback received on the Rigler Road - Inglesham Way section on the survey (which is on the Poole town centre to/from Wareham Road, Holton Heath route). The proposed changes on this section are:

- A new 20mph zone along Blandford Road, between the Tuckers Lane junction and Poole Bridge
- Improvements to the existing bridleway behind Carter Community School
- A new shared use path and crossing facilities on Blandford Road near Carter Community School
- A new signalised junction where Blandford Road meets Coles Avenue/Hinchliffe Road
- New planting on Woodlands Avenue, near the Beckhampton Road junction, to create a quieter route for people walking and cycling – no access for vehicles beyond this point in either direction as a result
- Blandford Road/Lake Road junction to be improved with crossing facilities, new shared paths and removal of the right-turn lane on Blandford Road
- The shared path connecting Blandford Road and Beckhampton Road to be improved
- Inglesham Way junction improved with new crossing facilities and shared paths
- Paths around Harkwood Drive improved providing shared space for cycling and walking

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 four cycling routes. An option to request hard copy versions of the information and survey was also made available.

Survey results



349 respondents

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.



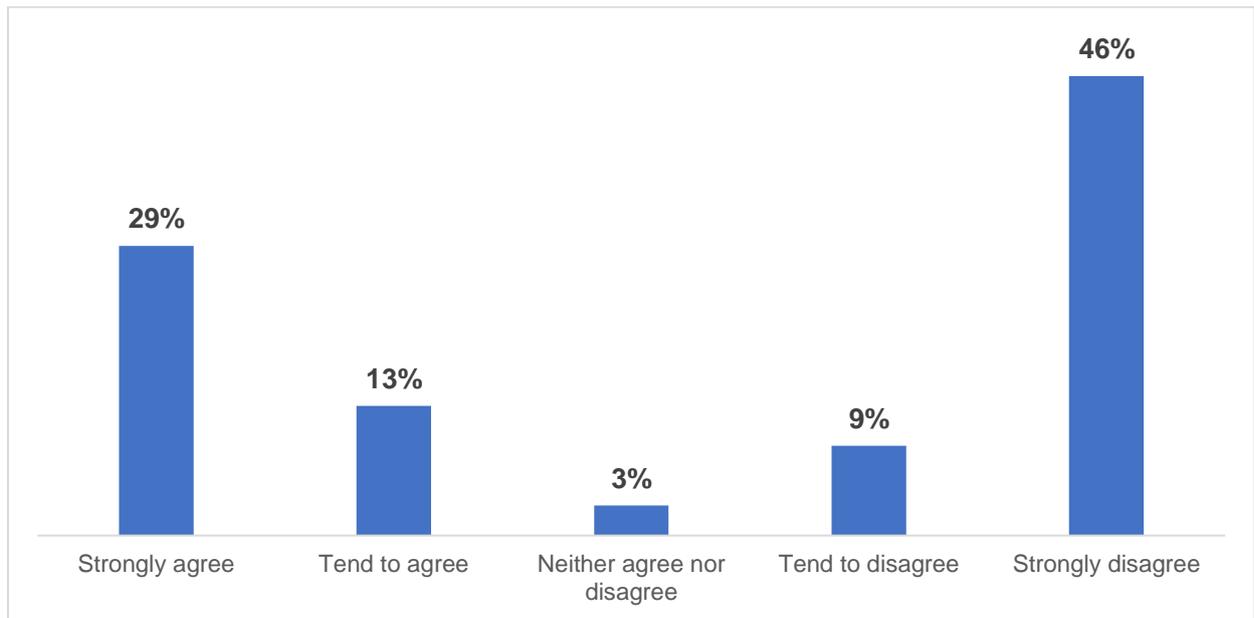
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Results are shown by mode of travel or equalities groups. The base number of respondents for some of these groups are low (less than 20); therefore caution should be taken when interpreting the results. Bases of less than ten are not shown.

Overall, to what extent do you agree or disagree with the proposed changes in this section?

Just under one third (29%) of respondents strongly agreed with the proposals, whereas over four in ten (46%) of respondents strongly disagreed with the proposals.

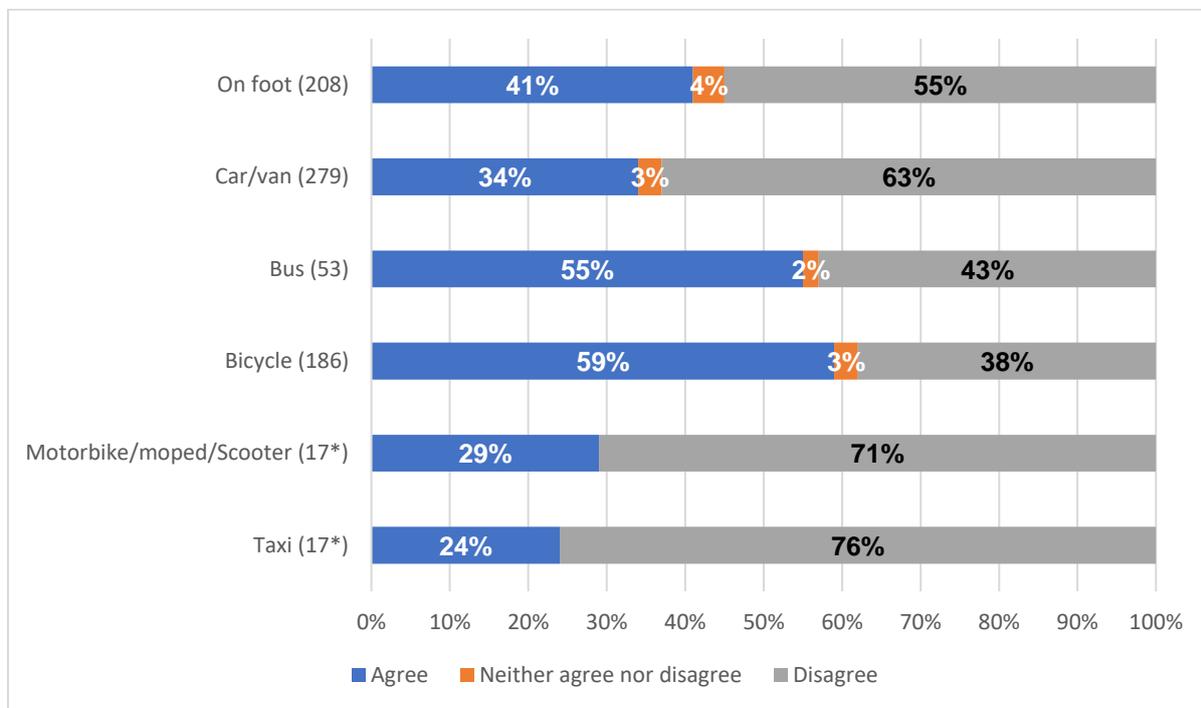
Figure 1 – Overall agreement/disagreement levels for Rigler Way – Inglesham Way (% respondents)



Base: All respondents

Figure 2 shows agreement levels by mode of travel on the Poole town centre to/from Wareham Road, Holton Heath route. Respondents who travel by bicycle are significantly more likely to agree with the changes than those who travel 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)

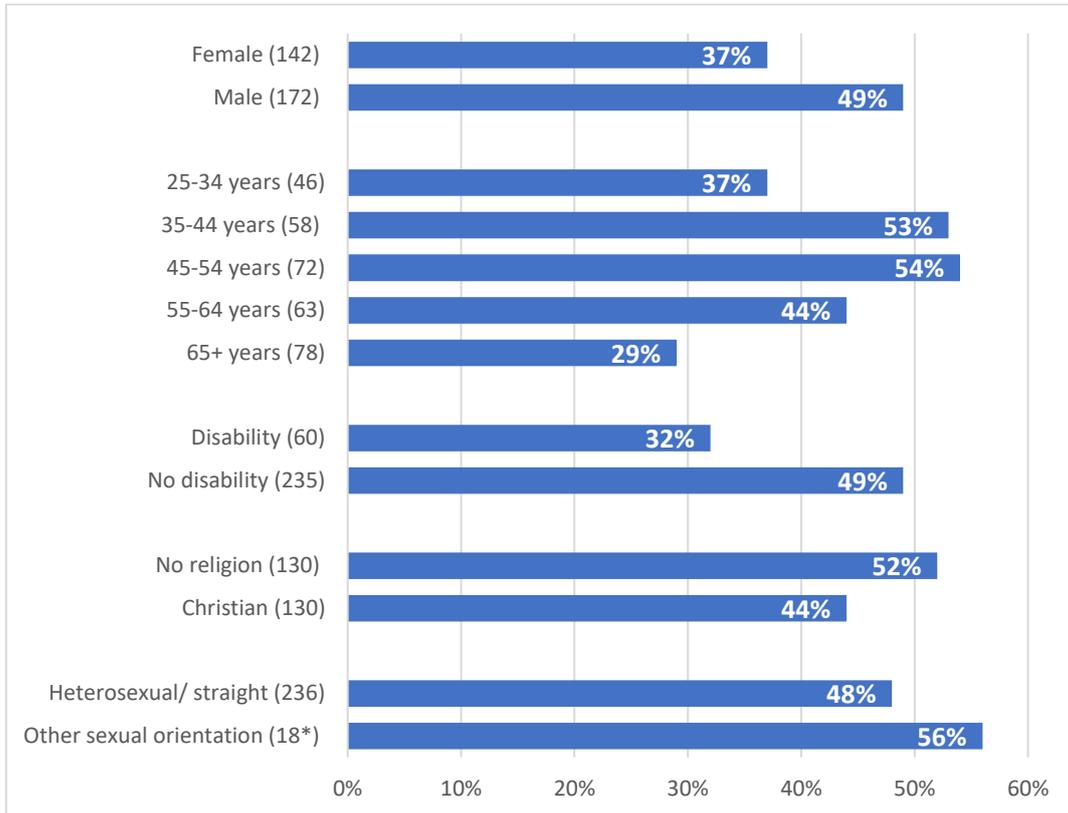


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Figure 3 shows agreement levels by equalities groups. Ethnicity has not been included as only white British respondents had a large enough base. Male respondents were significantly more likely to agree with the proposals than female respondents. Respondents aged 65+ and over were significantly less likely to agree than any other age group. Respondents with a disability were less likely to agree with proposals than those respondents who didn't have a disability.

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



Base: Variable as shown (* denotes low base)



Comments



251 comments

Respondents were asked to explain why they agreed or disagreed with the proposed changes. Just over 250 respondents made a comment in relation to Rigler Road - Ingelsham Way. This included ten written response. Example comments are shown below.

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 disagreement to the closure on Woodlands Avenue, design comment/ suggestion, disagreement with the removal of the right-turn lane and disagreement with the 20mph zone.

Figure 4 – Themes of comments

| Theme | No. of comments |
|------------------------------------------|-----------------|
| Disagree to closure on Woodlands Ave | 103 |
| Design comment/ suggestion | 65 |
| Disagree with removal of right-turn lane | 46 |
| Disagree with 20mph zone | 37 |
| General agreement | 33 |
| Environmental factors | 21 |
| Agree with shared paths/bridleway | 20 |
| Disagree with shared paths | 19 |
| Negative impact on traffic/car users | 17 |
| General disagreement | 17 |
| Disagree with crossings/junctions | 15 |
| Agree with 20mph zone | 13 |
| Agree to closure on Woodlands Ave | 11 |
| General cycle comment | 9 |
| Disability/ Accessibility Issue | 8 |
| Agree with crossings/junctions | 3 |

Base: 251 respondents

Disagree to closure on Woodlands Avenue:

There was strong disagreement to the closure of Woodlands Avenue. Many comments were in relation to the additional traffic it will cause on surrounding roads and issues accessing Cobbs Quay.

“The planters in woodlands ave would cause all heavy traffic for Cobbs quay to come along narrow Beckhampton Rd which is just as much a residential area as Woodlands Ave.”

“I live in Woodlands Crescent and I think blocking through traffic along Woodlands Avenue will be an absolute disaster. I absolutely support the need for traffic CALMING measures along this stretch of road, but BLOCKING traffic is totally unnecessary and will cause chaos for the people who live here. This road is a primary access road for Cobbs Quay Marina...Blocking the road will mean vehicles towing large boats on trailers will be attempting to turn around in very small residential roads.”

“This is a terrible move as it will force all the traffic down Beckhampton which has extremely dangerous bend on it...Also Woodlands Avenue is not busy at all and a quiet safe road, mainly used by the locals which help ease the Blandford road congestion.”

“It would not be beneficial to close woodlands avenue ,it is a quiet road already .it would create more traffic on Blandford road .and Beckhampton road would be a lot busier with traffic going to cobbs quay, everyone wanting to go to the boatyard especially in the summer months so I do not agree with it.”

Design comment/suggestion:

Design comments and suggestions varied but there were several comments in relation to considering traffic calming measure in Woodlands Avenue instead of closing it off or moving the closure point to one end. There were also comments about the materials that should be used for the shared paths.

“ Traffic calming would be better the poles or the planter boxes that allow 1 car at a time. We want access on our roads especially since the main road is terribly congested on a regular basis, especially when the bridges break.”

“ I would agree that the road is used as a rat run but would suggest other measures by tried first. At almost no extra cost planters could be used to erect opposing chicanes, with signage and widths to discourage larger transport vehicles. Failing that the installation of speed bumps/camera would be preferable.”



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 “Put the obstruction at the end of Woodlands Avenue and let us have a choice how we exit on to the main road without penalising us for where we live.”

 “The link between Rigler Road and the existing bridal way is a great idea and long overdue. Please consider using gravel paths (similar to the ones in Upton park) in keeping with the 'natural' feel of the area across the recreation ground and behind the school, rather than tarmac. The same goes from the path north/south through the rec ground.”

Disagree with removal of right-turn lane:

Disagreement with removal of the right-turn lane was mainly around the additional congestion it would cause and issues with public transport.

 “Removal of the right hand turn from the Blandford Road affects the bus route and moves all residents vehicles living in the area to the traffic lights to a turn right into Coles Avenue or through Hamilton Road increasing vehicles movements in these two roads significantly.”

 “Strongly disagree to the removal of the right-turn lane into Lake Road as another 60 odd houses and a Care home for 60 residents has recently been built off this road and removing this right hand turn into Lake Road would be such a bad idea for all the residents living in Lake Road and all the roads off Lake Road.”

 “Object to removal of the right-turn lane on Blandford Road junction with Lake Road. Access to Lake Road and Lake area generally is vital. Removal of this lane would mean longer journeys and more pollution. Also would re-route vital public transport.”

Disagree with 20mph zone:

Disagreement with the 20mph zone was generally around it increasing congestion and not being necessary.

 “A 20 MPH zone will cause even more traffic and congestion along Blandford Road - especially during rush hour.”

 “Blandford road at a 20mph speed limit is ridiculous and will only cause an increase in vehicle emissions.”

 “I do not agree with 20 miles an hour, this is unnecessary as all schools have been passed by this point and prior to this there are too many traffic lights to allow speed above 20 during school times.”