

RINGWOOD ROAD: FERNSIDE ROAD - MOUNTBATTEN ROUNDBABOUT

Responses to issues raised - TCF Consultation 2021

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Date: November 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 three of the southern sections that form the Poole town centre to/from Ferndown and Wimborne route. The sections follow Ringwood Road, between A35 Fernside Road and Mountbatten Roundabout. The individual sections are:

- Fernside Road – Sea View Road
- Sea View Road – Mannings Heath Mini Roundabouts
- Mannings Heath Mini Roundabouts – Mountbatten Roundabout

More details on the proposed improvements and the outcome of the consultation for these sub-sections 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 these sections along Ringwood Road 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

Theme	Nature of comments received	BCP / Dorset Council Response
General agreement	<p>Positive comments about the proposals</p> <p>These improvements will make it safer for pedestrians and cyclists.</p> <p>Will encourage more cycling</p>	<p>We welcome these comments in support of the scheme. They were noted as part of the process to determine the outcome taken forward. Construction is due to begin in spring 2023 on the following improvements:</p> <ul style="list-style-type: none"> • Two-way cycle track on the eastern side of Ringwood Road, between Hunt Road junction and Mountbatten Roundabout • New and upgraded crossings, improving east-west connectivity along Ringwood Road • Speed limit reductions (from Alderney Roundabout to Mountbatten Roundabout) • Cyclist priority over side roads • Bus stop upgrades, including accessibility improvements • Improvements to the footpaths on the western side of the road.
Changes will negatively impact road users	<p>The area is already very congested, and the proposals will make it worse</p> <p>The money is better off spent elsewhere.</p> <p>There aren't enough cyclists that use this area to justify the expense</p> <p>Vehicles should be prioritised</p> <p>Changes / cycle lanes won't be used.</p>	<p>BCP Council and Dorset Council were jointly awarded £79m by the Department for Transport (DfT) through its Transforming Cities Fund (TCF) scheme. This grant, plus further local contributions, means the Councils have more than £100m to specifically invest in public and sustainable transport infrastructure.</p> <p>The purpose of the 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.</p> <p>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>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</p>



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		<p>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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Recommendations

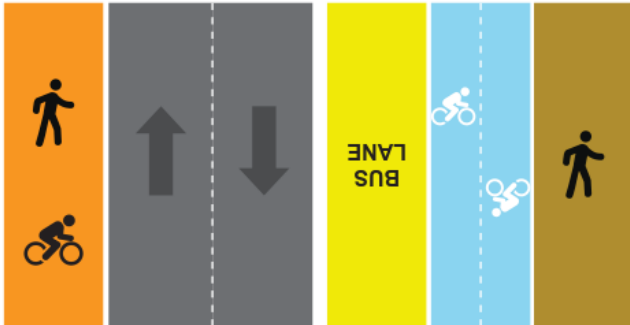
Theme	Nature of comments received	BCP / Dorset Council Response
Design comment/ suggestion	The route needs to connect to other locations	The six sustainable transport routes that form the TCF programme were identified in conjunction with a wide range of local partners, stakeholders and the DfT as the best locations that would most effectively link existing residential neighbourhoods, town centres, educational institutions, leisure attractions, employment areas and broaden travel options across south east Dorset.
	Route needs to be continuous	The improvements connect into the quiet route along Hunt Road, to improve connections towards Poole town centre. Along the route, we will also be providing new wayfinding signage to local destinations and signposting routes via residential areas where appropriate.
	Improve the public transport in area.	<p>We will be upgrading the bus stops along the Poole town centre to/from Ferndown and Wimborne route. This may include improved shelter provisions, the introduction of real-time passenger information screens, and the realignment of kerbs at bus stops to aid access to/from buses along this section of the route. Careful consideration will also be taken where the cycle lane interacts with bus stops to ensure the safety of all users.</p> <p>The bus lane along Ringwood Road is proposed to be:</p> <ul style="list-style-type: none"> • Southbound between Manning's Heath double mini roundabouts and Old Wareham Roundabout • Northbound between St Clements Rd and Old Wareham roundabout <p>The bus lane is subject to the outcome of a separate legal process. A Traffic Regulation Order (TRO) will be published next month outlining the change.</p>
	There are too many crossings	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.
	Encourage pedestrian and cyclist safety such as coloured tarmac, reduced speed	The final scheme design is in line with government guidance on cycle design (Local Transport Note 1/20), with the highest possible provision of facilities available.

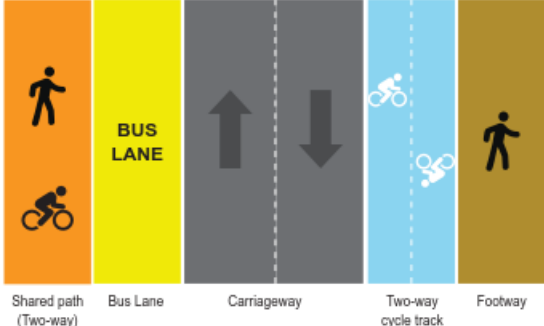
	<p>limits, segregated lanes and more crossings.</p>	<p>Multiple road safety audits (RSAs) have been completed throughout the design process and will be carried out following the scheme construction, which assess the safety of the scheme for all highway users. We are also working closely with local accessibility organisations to ensure the routes are inclusive for all.</p> <p>Furthermore, between Mountbatten Roundabout and Alderney Roundabout there will be a reduction in the speed limit from 40mph to 30mph.</p>
	<p>The current provision works well</p>	<p>In accordance with Local Transport Note 1/20, the current advisory cycling provision and sections of no provision along Ringwood Road are not suitable for all cyclists. Protecting cyclists from vehicular traffic will encourage more people of all ages and abilities to use it. Evidence from across the UK indicates that people will only consider taking up cycling if they have a safe, protected space away from vehicles.</p> <p>The TCF programme is about providing safe facilities and encouraging as many people as possible to use them. The more people we encourage to do this for a small number of trips, the more we contribute to reducing congestion and pollution - improving air quality across the South East Dorset region.</p>
	<p>Safer to have a cycle lane on each side of road rather than bi-directional.</p>	<p>There is insufficient space to install facilities along each side of Ringwood Road for the whole length. The installation of the two-way cycle lane allows a higher level of provision and for the facilities to be continuous along the length of the route.</p>
	<p>Cycle lanes should be segregated. Dislike shared paths.</p>	<p>Where the space is available, the provision will be a two-way protected cycle track on the eastern side of Ringwood Road. However, in certain locations where the space is not available, a shared path is being proposed. On the western side of Ringwood Road, between Sea View Road and Mountbatten Roundabout, we will also be widening and converting the pavements to shared use, to better improve the east-west access for pedestrians and cyclists.</p> <p>In accordance with the Local Transport Note 1/20, shared paths are deemed an acceptable solution where they are required to maintain a key route for cyclists and pedestrians.</p> <p>The shared paths will be widened to a minimum of 3.5m to provide adequate space for pedestrians, cyclists, and mobility scooters along the route. New signage will be</p>

		installed where shared use paths are being introduced, clearly indicating the space is for cyclists use as well as pedestrians.
	Need safe provision around Mannings Heath mini roundabouts	Further design work has been undertaken at Mannings Heath mini roundabouts, and a short section of shared path will run along the south-eastern side, connecting the two-way cycle lane to a new signalised crossing for pedestrians and cyclists on Herbert Avenue. This will then link to the shared provision on the same side of Ringwood Road towards Alderney Avenue.
	Concern over the maintenance of paths and roads.	As a minimum, across the whole programme the paths and routes that make up the proposed schemes will be resurfaced. Where local issues have been identified, such as flooding on the paths or potholes, we will seek to rectify these issues as part of the scheme delivery. Once complete, the routes would be managed through BCP Councils' ongoing maintenance programme.

Impacts on parking and access

Theme	Nature of comments received	BCP / Dorset Council Response
<p>Disagree with introduction of double yellow lines</p>	<p>Concerns about parking removal</p> <p>It will cause problems for residents not being allowed to park outside their homes</p>	<p>During the consultation in summer 2021, it was proposed to introduce double yellow lines along Ringwood Road, between Parkstone Heights and Hilton Close, in order to provide the space for the walking and cycling provisions</p> <p>Further design work identified the need for double yellow lines to be extended slightly to the east of Hilton Close, and slightly south of Parkstone Heights. As such, in order to provide the space for the proposed two-way cycle lanes and pedestrian improvements, we are introducing double yellow lines outside the following property numbers:</p> <ul style="list-style-type: none"> • 142 – 160 Ringwood Road • 182- 200 Ringwood Road • 206 – 232 Ringwood Road • 47 – 59 Ringwood Road, and up to the bus stop on the eastern side <p>This will result in the removal of approximately 30 parking spaces (using BCP Council’s standard measure for parking lengths).</p> <p>The introduction of these parking restrictions as well as the speed limit reduction, the bus lane, cycle lanes and crossings was subject to the outcome of a separate legal process. We invited comments on the proposed Traffic Regulation Orders (TROs) earlier in June 2022 and the TRO was recommended for approval in October 2022.</p> <p>Surveys have been undertaken reviewing the parking levels in the area, over one week in April 2021 and 2022, at the same morning, lunchtime, and evening periods. The average occupancy across all roads surveyed was 47% in April 2021, and 45% in April 2022. These results suggest that there is available parking in adjacent and nearby roads to accommodate the loss of the parking spaces. More detail and the results of the surveys can be found here.</p>

<p>Disagree with removal of right turn lanes</p>	<p>Narrowing the road will cause congestion</p>	<p>The central hatching along the route will be removed as well as the dedicated right-turn lanes by Balston Road, Albion Close, into Halfords and Rossmore Road, to provide the space required for the two-way cycle lane, shared use provision and southbound bus lane.</p>
	<p>Will cut people off from accessing local roads and Halfords</p>	<p>Reducing carriageway widths creates a safer environment for pedestrians and cyclists, makes crossing the main road more accessible, and has a negligible impact on congestion. The widths will be in line with government guidance and appropriate for the type of road and its users.</p> <p>Taking into consideration the consultation feedback, the ability to turn right into Rossmore Road and into Halfords will be retained, with a wider northbound lane for vehicles waiting to turn right. The dedicated right turn lane at Dorchester Road will be retained as well.</p>
<p>Dangerous interactions with cycle lane</p>	<p>Too difficult with bus lane as well</p>	<p>Between Manning's Heath double mini roundabouts and Old Wareham Roundabout:</p> <p>The provision on the eastern side of the road will be a footway, the two-way cycle lane, the bus lane, then the carriageway. The footway will be protected by a stepped kerb from the cycle track. The cycle track will be protected from the carriageway or bus lane with a kerb. The design will ensure that access to/from properties will be maintained and visibility for all road users is clear.</p>
	<p>Difficulty for residents on Ringwood Road to access their driveways</p>	 <p>Shared path (Two-way) Carriageway Southbound Bus Lane Two-way cycle track Footway</p>

		<p>Between St Clements Rd and Old Wareham roundabout: The provision on the eastern side of the road will be a footway, the two-way cycle lane, then the carriageway. The footway will be protected by a stepped kerb from the cycle track. The cycle track will be protected from the carriageway with a stepped kerb. The design will ensure that access to/from properties will be maintained and visibility for all road users is clear. The shared path on the western side of the road will be protected from the bus lane with a kerb.</p>  <p>Shared path (Two-way) Bus Lane Carriageway Two-way cycle track Footway</p>
<p>Impact on larger vehicles</p>	<p>Large vehicles use this road – will restrict access for them.</p> <p>Will cause delays to emergency services</p> <p>Will make it harder for trucks, lorries and buses using the route</p>	<p>Key stakeholders, including the emergency services, bus operators, and Kinson Pottery Industrial Estate, have been kept informed of the programme's and could provide their feedback during the consultation.</p> <p>Now the consultation has finished, we have continued to engage with them whilst the design has been developed further. This is to ensure that the final scheme is safe for all users. It will meet the required width of the road for large vehicles, such as HGV's and buses, to pass each other.</p> <p>Multiple road safety audits (RSAs) have been completed throughout the design process and will be carried out following the scheme construction, which assess the safety of the scheme for all highway users. We are also working closely with local accessibility organisations to ensure the routes are inclusive for all.</p>