

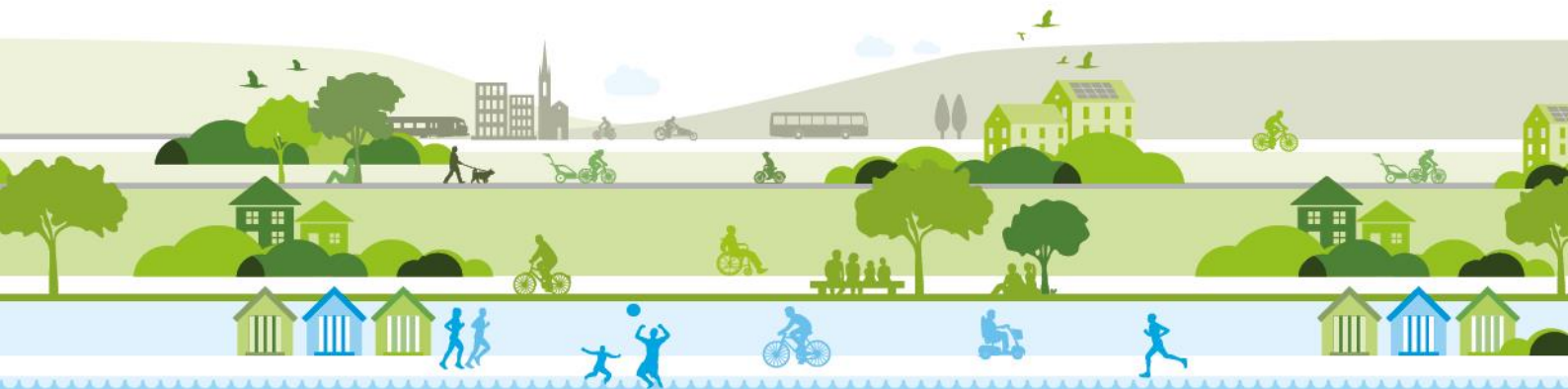
# SEA VIEW ROAD – MANNINGS HEATH MINI ROUNDBABOUTS REPORT

Poole town centre to/from  
Ferndown and Wimborne Route

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# Transforming Travel

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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 Sea View Road – Mannings Heath Mini 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 Sea View Road and the mini roundabouts, bypassing Old Wareham Road roundabout
- A new southbound bus lane on Ringwood Road, between the mini roundabouts and Sea View Road
- The existing footpath would be converted to shared use on the western side of Ringwood Road, between St Clements Road and the mini roundabouts
- Improvements to existing crossing points along the route
- More priority for cyclists and pedestrians at the junctions of Ringwood Road and adjoining roads
- Changes to the road layout at the junction of Ringwood Road and Albion Close, with the dedicated right-turn lane removed. Vehicles will still be able to turn right from Ringwood Road at this location
- Improvements to Old Wareham Road roundabout, including new crossings and a shared use path, with the southbound bus lane and two-way cycle track on the eastern side bypassing the roundabout
- Five bus stop locations to be upgraded along route, which could include accessibility improvements, new shelters and real-time information
- No right-turn from Ringwood Road into Rossmore Road and the access road to Halfords

Opportunities for improvements to bus journey times and cycling/walking facilities around Manning's Heath mini roundabouts are being explored and would be subject to further 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.



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## Survey results



226 respondents

The respondent breakdown was as follows:

A resident living in or immediately around one of the routes	130
A BCP Council resident	151
A Dorset Council resident	30
A visitor to the area	2
Someone who travels through the area for work, leisure or other	120
Someone who owns/runs a business in the area	25
Someone who works in the area	66
A member of a local group or organisation	8
Other	32

Note: respondents were able to select more than one category

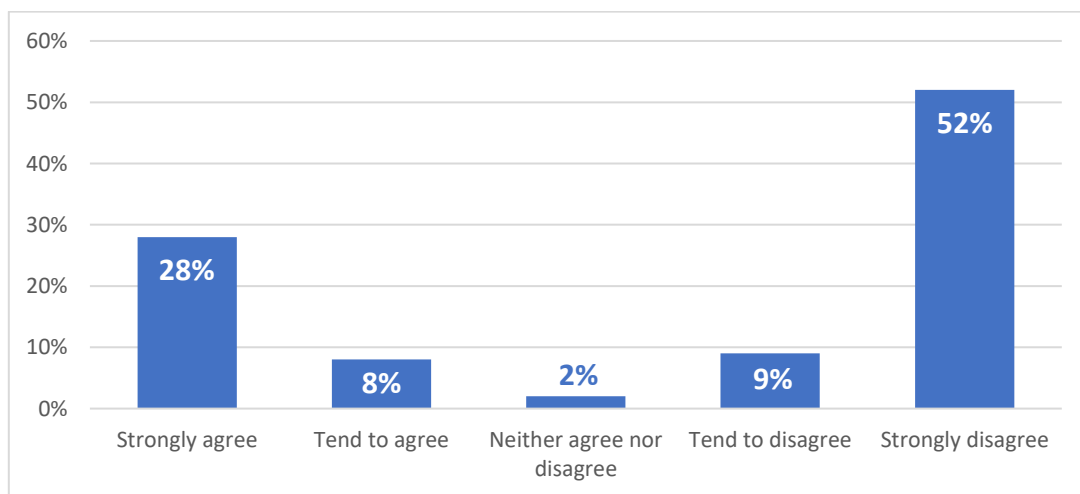
Figures in this report are presented as numbers of respondents who answered the question; this excludes 'don't know', 'not applicable' and 'no reply', unless otherwise stated.

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?

Over a quarter of respondents (28%) strongly agreed with the proposals; whereas over half of respondents (52%) strongly disagreed with the proposals.

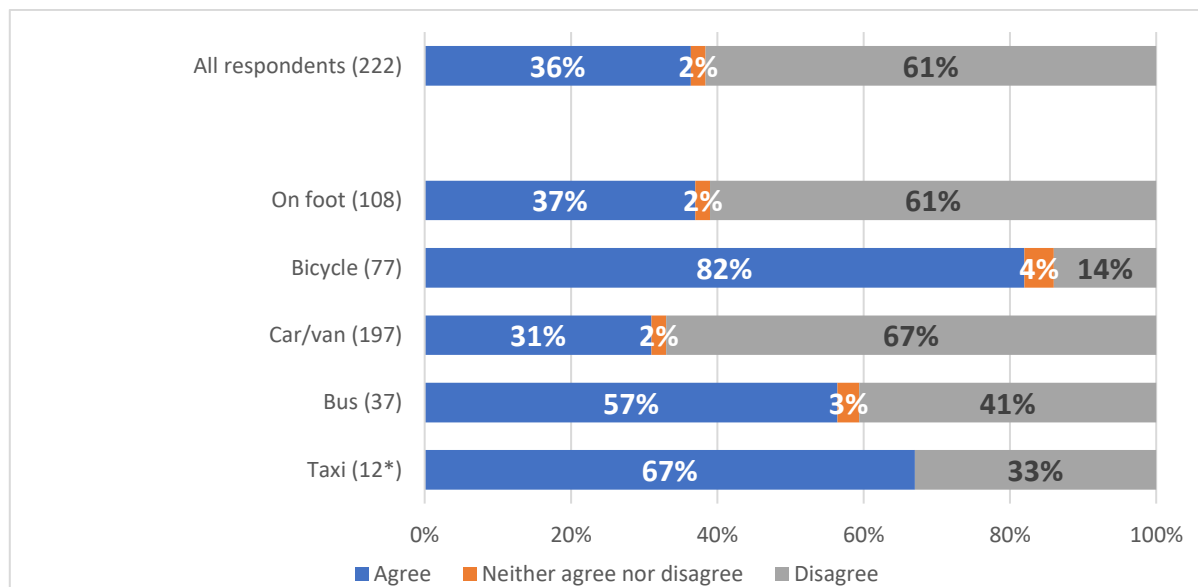
Figure 1 – Overall agreement/disagreement levels for Sea View Road – Mannings Heath Mini Roundabout (% respondents)



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 most likely to agree with the proposed changes whilst those who travel by car/van are least likely to agree.

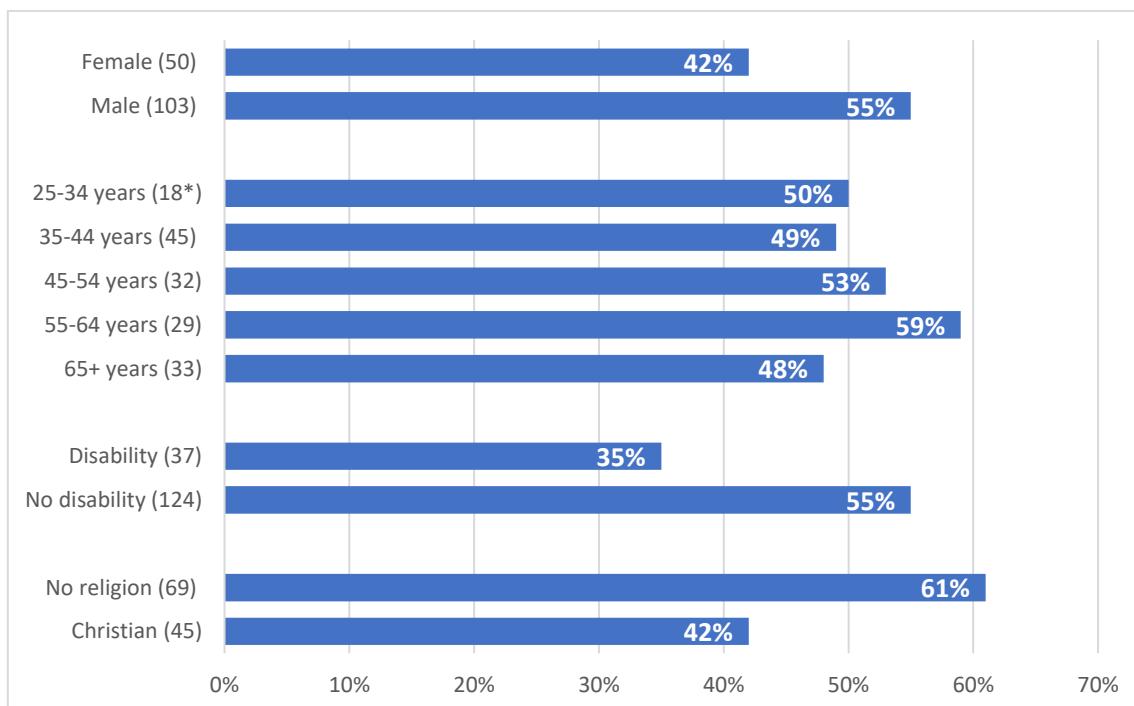
Figure 2 – Agreement/disagreement levels by mode of travel (% respondents)



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. There were no significant differences between groups.

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



Base: Variable as shown (\* denotes low base)



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## Comments



125 comments

Respondents were asked to explain why they agreed or disagreed with the proposed changes. Just under 130 respondents made a comment in relation Sea View Road – Mannings Heath Mini Roundabout. This included two written responses, both 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 lane.

Figure 4 – Themes of comments

Theme	No. of comments
Negative impact on traffic/road users	39
Design comment/ suggestion	33
Disagree with cycle lane	20
Don't remove right turn lane	15
General agreement	14
Access issue	10
Disagree with shared paths	9
Public transport comment	9
General disagreement	8
Agree with cycle lane	8
Changes will improve safety	8
Disability/ Health Issue	4
Environmental factors	3
Disagree with new bus lane	2
Disagree with crossings	2
Agree with crossings	1
General cycle comment	1

Base: 125 respondents



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### Negative impact on traffic/road users

Comments here were mainly based upon the fact that motor vehicle needs should be prioritized over cyclists.

“The proposal will heavily impact all of the hundreds of car users on this section of road. This is an arterial route through poole and as such requires better traffic flow that this proposal does not provide. The right turn filter you plan on removing is heavily used by the Newtown industrial park, removing it will be mayhem for the vehicles constantly in and out of Albion close (including the vehicles for several wholesalers, Ryvita, DHL, car garages, Screwfix etc.). The side roads leading into Ringwood road, such as Haskell’s road, would have to turn across a two way cycle lane a bus lane then traffic to join the carriageway. Again, these are busy side roads used constantly and would not only be negative to the users but dangerous for all. Suggest that the road is converted to dual carriageway for all to use, better flow for traffic in general, safe for cyclists and free flowing for busses. This proposal is dangerous, will heavily impact upon road users and local businesses and as such will create worse traffic jams that cause air pollution to the local area.”

“I strongly disagree with this proposal and will make those of us LIVING on Ringwood road have a harder life than we already do with the traffic. My driveway is at the front which means I have to either reverse or pull into it from the busy road which is already hard enough as our driveway us actually hidden already behind a bus stop! Creating these routes would mean people who live throughout Ringwood road would need to try and cross several more paths of traffic/congestion to even leave their houses safely. Cyclists do not abide to the cycle lanes here already and these new proposals would make more sense if you contacted the people living here currently who experience the traffic and conditions on a daily basis as they would have a more logical idea on how things could be resolved.”

“While I do believe there is space to implement cycle routes in places where there are grass/hedged verges along this stretch of Ringwood road, addressing the overall traffic issue along that stretch of road is far more important than adding cycle and bus lanes. The existing bus stops are positioned suitably as not to disrupt traffic flow and could just do with an upgrade rather than reducing the current space on the existing road. There should be more space on the road to aid filtering off at junctions and businesses, possibly a hatched area through the centre of the road to aid residents accessing their properties, again allowing a better flow of traffic and therefore reducing pollution. The roundabouts along that stretch of Ringwood road are all bottlenecks for traffic in every direction entering and leaving, and although space is limited certainly at the mini roundabouts maybe some thought needs to go in to making improvements for both drivers and pedestrians/cyclists alike to make them both safer but also more free flowing at all times of the day.”

### Design comment/ suggestion

“I fully agree with the proposed changes except for the lack of change to Manning’s Heath mini roundabouts. These roundabouts are a death trap on two wheels and a bit hairy on four, which would undermine all the added cycle tracks. They also create significant congestion and peak times. There is sufficient open land for a single large roundabout and this would enable safe u turn access to Halfords and Rossmore Road, which is dangerous and will increase on the current design.”



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“As a cyclist however I wouldn't be happy to cycle next to an oncoming bus in the southbound bus lane on Ringwood road. The mockup photo appears to show just a thin painted line between the two way cycle track and the bus lane, this looks dangerous to me. Otherwise, I like the proposals and look forward to making use of the additional cycle lanes.”

“But the cycleway just stops at the northern mini dual roundabouts - there needs to be connectivity for proper uptake of a cycleway. End result is drivers frustrated that cyclists do not use the lanes provided.”

“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.”

“No consideration to traffic movement at Junction Seaview Road to Ringwood Road. Exit from Seaview road should be reduced to two lanes only, one to turn right towards Manning's Heath, the other for turning left towards Poole town. This would avoid the danger spot of the two lanes exiting Seaview northwards and also contribute towards reducing the tailback of traffic up Seaview Road because vehicles cannot turn left at the junction. This would make traffic movement much smoother at the junction and not impair on your proposals.”

“The Bus lane could double as a cycle lane, which is how this was done in London frequently.”

### Disagree with cycle lane.

“The problem with dual lane cycle paths is the increased risk of collision and of course having to get across the road since the cycle lanes don't necessarily link up with the fastest cycling route.”

“In particular Ringwood Road is already rammed with traffic, introducing two-way cycle tracks will only make this worse for traffic.”

“The traffic on Ringwood road at the moment is bad in Rush hour and your proposal of making 2 cycle lanes instead of the one that is there at present and taking the right hand filter out that leads into the industrial estate which plenty of lorries use going into Ryvita will make the congestion even worse. Surely this will make pollution worse rather than better.”