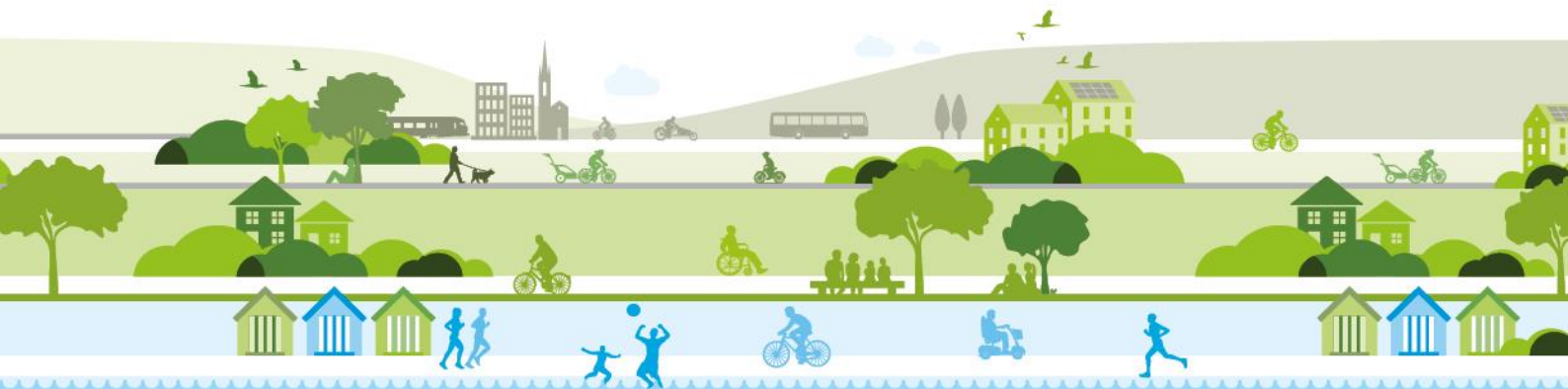


# Sustainable travel route consultation: Transforming Cities Fund Report

- Poole town centre to/from Ferndown and Wimborne
- Merley, Poole to/from Christchurch

**Author:** Insight, Policy and  
Performance, BCP Council

**Version:** V1.1





# Transforming Travel

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## Transforming Travel

### Executive Summary



Just under 1000 people responded to the consultation survey



The most responses were for the route which covers Merley, Poole to/from Christchurch



The section with the most feedback was Iford Roundabout – Fountain Roundabout with 327 responses.



When considering agreement or disagreement with the proposed changes on the route sections, the majority of sections received agreement from under half of respondents



The sections with the highest disagreement were Victoria Road – Tricketts Cross Roundabout, Mountbatten Roundabout – West Howe Roundabout, Tricketts Cross Roundabout – West Moors Road and Sea View Road – Mannings Heath Roundabout



The sections with highest agreement were Castle Lane West – Parley Lane, Gravel Hill – Merley Lane, Yeomans Way Roundabout – Cooper Dean Roundabout and Longfield Drive – Kinson Roundabout



## 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. They form a major part of the region's Transforming Travel programme to create a greener, healthier and better-connected region. The routes aim to give people safe, quick and environmentally friendly travel alternatives to driving, particularly for short journeys. This in turn will help reduce road congestion as well as carbon emissions. This consultation ran from:



10 May 2021 – 14 June 2021

## Methodology

The consultation was run online using BCP Council's engagement platform, Engagement HQ (EHQ). EHQ 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 EHQ which allowed respondents to provide comments on any section of the two sustainable routes. An option to request hard copy versions of the information and survey was also made available.

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. Responses received in writing and via email were also included in the analysis.



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## Communications

An extensive multi-channel marketing campaign supported the second phase of Transforming Cities Fund’s public consultation on the two remaining sustainable travel routes (Merley, Poole to/from Christchurch and Pole town centre to/from Ferndown and Wimborne) which ran 10 May to 14 June 2021.

### Media relations

A [press release](#) was issued announcing the launch of the second phase of public consultation accompanied by an image of the routes. BCP and Dorset councillors and managing directors from Morebus and Yellow Buses were quoted, encouraging people to view the plans and have their say.

#### Media coverage:

BBC South	<a href="#">New Dorset travel corridors will give priority to buses - BBC News</a>
Dorset Echo	<a href="#">Cycle routes to link Poole with Ferndown and Wimborne   Bournemouth Echo</a>
Dorset View	<a href="#">Have your say on proposed travel routes in Dorset (dorsetview.co.uk)</a>

### Advertising

A series of print and online advertisements were placed in local media:

Bournemouth Echo	13 May	Half page print advert and half page advertorial
Bournemouth Echo	22 May	Front page banner ad and half page editorial
<a href="http://www.bournemouthecho.co.uk">www.bournemouthecho.co.uk</a>	12 May	Skin on news page
Poole, Bournemouth, Southborne, Christchurch, Ferndown & West Parley, Wimborne Directories	April	Full page adverts
Dorset View	April	Half page advert and 200 word editorial

### Social media: organic

Twenty-seven posts were made across BCP and Dorset Councils’ social media platforms Facebook, Twitter and LinkedIn using [#TransformingTravel](#) [#TCF](#). Messaging focused on:

- Individual routes
- Before and after shots
- Last chance to have your say

The posts were shared and commented on by several TCF partners including Bournemouth University, Arts University Bournemouth, Yellow Buses, More Bus, Sustrans, Beryl, Cycling UK and Public Health Dorset.



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## Summary of posts and results (10 May to 14 June 2021)

Post link	Date	Number of Comments/ Likes/Shares	Reach*/ Clicks (excl. Twitter)	Comments managed (across all channels)
<a href="https://www.facebook.com/MyBCPCouncil/photos/a.386734865123/10157700399000124/?type=3">https://www.facebook.com/MyBCPCouncil/photos/a.386734865123/10157700399000124/?type=3</a>	10/5/21	2/12/9	6391/93	1
<a href="https://twitter.com/BCPCouncil/status/1391770038068293633">https://twitter.com/BCPCouncil/status/1391770038068293633</a>	10/5/21	0/17/7	N/A	N/A
<a href="https://www.linkedin.com/feed/update/urn:li:share:6797536374200397824/">https://www.linkedin.com/feed/update/urn:li:share:6797536374200397824/</a>	10/5/21	0/21/0	977/37	N/A
<a href="https://www.facebook.com/140445935123/posts/220449826177382">https://www.facebook.com/140445935123/posts/220449826177382</a>	12/5/21	4/10/11	5745/50	N/A
<a href="https://twitter.com/BCPCouncil/status/1392479864905740295">https://twitter.com/BCPCouncil/status/1392479864905740295</a>	12/5/21	1/0/3	N/A	N/A
<a href="https://www.linkedin.com/feed/update/urn:li:ugcPost:6798246087674220545/">https://www.linkedin.com/feed/update/urn:li:ugcPost:6798246087674220545/</a>	12/5/21	0/2/0	277	N/A
<a href="https://www.facebook.com/140445935123/posts/541245017281103">https://www.facebook.com/140445935123/posts/541245017281103</a>	17/5/21	74/155/17	17120/163	7
<a href="https://twitter.com/BCPCouncil/status/1394216232463781890">https://twitter.com/BCPCouncil/status/1394216232463781890</a>	17/5/21	2/9/1	N/A	N/A
<a href="https://www.linkedin.com/feed/update/urn:li:ugcPost:6799982367441346561/">https://www.linkedin.com/feed/update/urn:li:ugcPost:6799982367441346561/</a>	17/5/21	1/20/0	1429/26	N/A
<a href="https://www.facebook.com/MyBCPCouncil/photos/a.386734865123/10157717644660124/?type=3">https://www.facebook.com/MyBCPCouncil/photos/a.386734865123/10157717644660124/?type=3</a>	19/5/21	591/196/24	87734/2273	11
<a href="https://twitter.com/BCPCouncil/status/1394940939366543363">https://twitter.com/BCPCouncil/status/1394940939366543363</a>	19/5/21	11/11/0	N/A	N/A
<a href="https://www.linkedin.com/feed/update/urn:li:share:6800706735863689216/">https://www.linkedin.com/feed/update/urn:li:share:6800706735863689216/</a>	19/5/21	3/66/0	3004/121	N/A
<a href="https://www.facebook.com/140445935123/posts/1137974990021882">https://www.facebook.com/140445935123/posts/1137974990021882</a>	24/5/21	20/31/5	5490/206	2
<a href="https://twitter.com/BCPCouncil/status/1396753029903306754">https://twitter.com/BCPCouncil/status/1396753029903306754</a>	24/5/21	3/13/1	N/A	N/A
<a href="https://www.linkedin.com/feed/update/urn:li:ugcPost:6802518828896133120/">https://www.linkedin.com/feed/update/urn:li:ugcPost:6802518828896133120/</a>	24/5/21	2/19/0	1448/15	N/A
<a href="https://www.facebook.com/MyBCPCouncil/photos/a.386734865123/10157736170085124/?type=3">https://www.facebook.com/MyBCPCouncil/photos/a.386734865123/10157736170085124/?type=3</a>	28/5/21	309/95/19	31462/280	6
<a href="https://twitter.com/BCPCouncil/status/1398251500015603714">https://twitter.com/BCPCouncil/status/1398251500015603714</a>	28/5/21	14/6/0	N/A	N/A
<a href="https://www.linkedin.com/feed/update/urn:li:share:6804028690796830720/">https://www.linkedin.com/feed/update/urn:li:share:6804028690796830720/</a>	28/5/21	2/5/0	1075/88	N/A
<a href="https://www.facebook.com/MyBCPCouncil/photos/a.386734865123/10157755249705124/?type=3">https://www.facebook.com/MyBCPCouncil/photos/a.386734865123/10157755249705124/?type=3</a>	7/6/21	245/83/4	21965/111	8



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<a href="https://twitter.com/BCPCouncil/status/1401902196191596554">https://twitter.com/BCPCouncil/status/1401902196191596554</a>	7/6/21	11/11/2	N/A	N/A
<a href="https://www.linkedin.com/feed/update/urn:li:share:6807667480702664704/">https://www.linkedin.com/feed/update/urn:li:share:6807667480702664704/</a>	7/6/21	1/2/0	268/6	N/A
<a href="https://www.facebook.com/140445935123/posts/10157755333170124">https://www.facebook.com/140445935123/posts/10157755333170124</a>	7/6/21	69/21/33	32968/440	N/A
<a href="https://twitter.com/BCPCouncil/status/1401921955113193474">https://twitter.com/BCPCouncil/status/1401921955113193474</a>	7/6/21	5/24/18	N/A	N/A
<a href="https://www.linkedin.com/feed/update/urn:li:share:6807687656877756416/">https://www.linkedin.com/feed/update/urn:li:share:6807687656877756416/</a>	7/6/21	0/0/0	487/73	N/A
<a href="https://www.facebook.com/MyBCPCouncil/photos/a.386734865123/10157758468845124/?type=3">https://www.facebook.com/MyBCPCouncil/photos/a.386734865123/10157758468845124/?type=3</a>	9/6/21	58/18/5	13935/129	N/A
<a href="https://twitter.com/BCPCouncil/status/1402558619690975237">https://twitter.com/BCPCouncil/status/1402558619690975237</a>	9/6/21	3/3/0	N/A	N/A

\*Reach = total number of people who saw content

## Social media: paid for

28 paid for Facebook adverts using different themes, visuals, carousel images and videos as well as individual scheme sections were developed and ran throughout the consultation period. Full details available on request. Summary results:

Audience reach	103,434
Impressions	342,721

## Competition

A competition ran during the consultation period asking people to like and comment on the post and answer a question about the TCF programme. Prizes included gift vouchers, cycling gadgets, backpacks, a GoPro HERO9, and a Garmin Edge cycling computer. The competition was promoted in the Transforming Travel newsletter and on social media. Summary results:

Audience reach	96,518
Impressions	102,490

## Video

A video was produced encouraging people to have their say on the TCF proposals using the online consultation platform. It was promoted via social media and the Transforming Travel newsletter:

<https://www.facebook.com/MyBCPCouncil/videos/220449826177382>





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## Street furniture signage

40 large signs promoting the consultation were designed and installed on street furniture at key, high traffic locations on the proposed sustainable travel routes across south east Dorset.



## Website

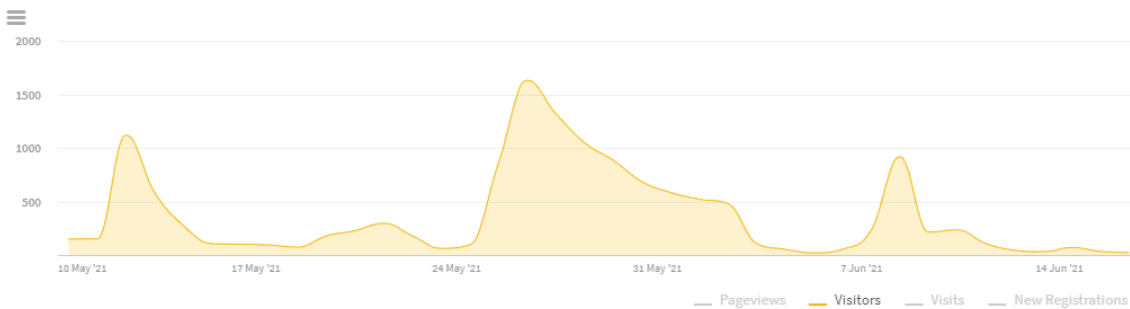
A button link to the TCF consultation was inserted on transformingtravel.info's home page and a dedicated page created under the [TCF tile page](#).

## Engagement HQ:

### Visitors Summary

Have Your Say Bournemouth, Christchurch and Poole from 10 May '21 to 16 Jun '21

[DAILY](#) MONTHLY



The Engagement HQ page received a total of 14.5k visits.

## Bus in-screen advertising

An in-bus digital screen advert promoting TCF consultation appeared on 159 Morebus and UNIBUS buses across Poole, Bournemouth, Swanage and Ringwood.



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## Photography and CGIs

Photography of CGI locations were commissioned and used as part of ‘before and after’ marketing campaigns running on social media, newsletters and transformingtravel.info.

## Before and after shots

The CGIs on the consultation platform were used to create before and after shots and act as a driver for people to have their say on the proposals. They were promoted on social media and in the Transforming Travel newsletter.

## Newsletters

TCF consultation and a call to action for people to have their say featured in **Transforming Travel’s e-newsletter** and issued to BCP Council’s 16,500+ road and travel subscribers:

<a href="#">28 May 2021</a>	16,986 recipients	7,837 opens (46.1% open rate)	1,343 click-throughs (9.1% click rate)
<a href="#">12 May 2021</a>	17,006 recipients	8,179 opens (48.1% open rate)	1,215 Click-throughs (7.1% click rate)

It also featured in Dorset Council’s Travel and Transport [newsletter](#) (May 2021) and via BCP Council’s ebulletin to headteachers and family information newsletter.

## Stakeholder email

Emails were sent to around 150 TCF stakeholders and partners advising them of the consultation and asking them to share the online consultation link with their own members, employees and interested parties.



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# Survey Results

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. Figures may not add up to 100% due to rounding or respondents being able to select more than one option. Figures less than 5% are not shown on charts unless otherwise stated.



995 responses in total

A breakdown of the respondent profile is shown in appendix 1 including a list of organisations who submitted a response.

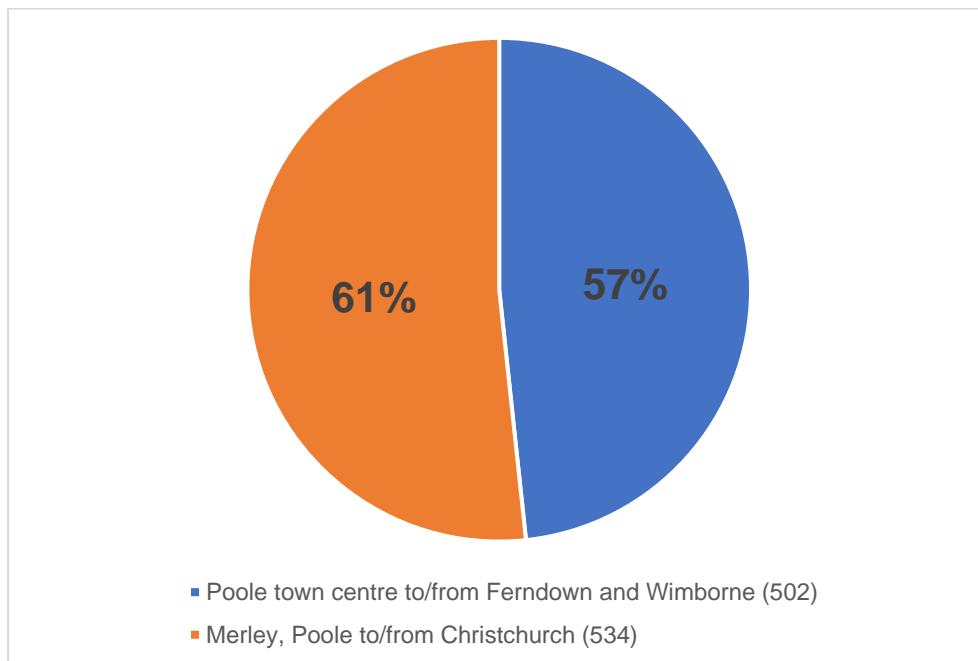
Number of responses per route:

**502** Poole town centre to/from Ferndown and Wimborne

**534** Merley, Poole to/from Christchurch

Figure 1 shows the amount of respondents per route. The Merley, Poole to/from Christchurch route received the most responses. Respondents could comment on more than one route so totals add up to more than 100%.

Figure 1 - Number of respondents for each route



Base: varied as labelled



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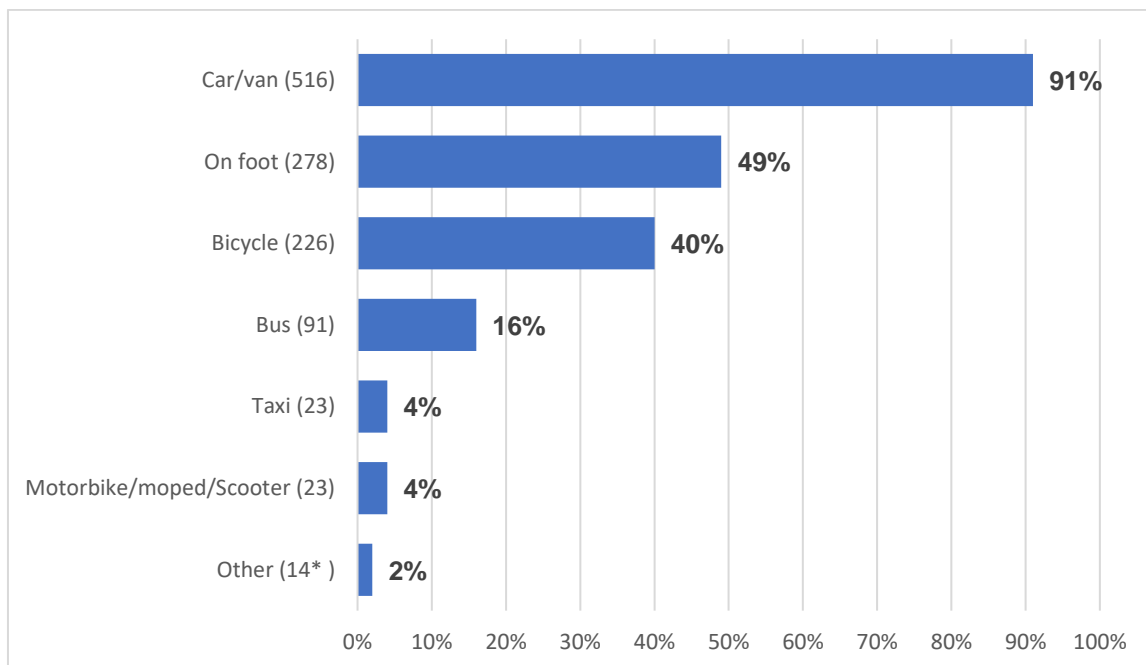
## Mode of travel

Respondents were asked how they travelled on each route. The base number of respondents for some of these groups are low (less than 20); therefore caution should be taken when interpreting the results.

Poole town centre to/from Ferndown and Wimborne:

- Males are significantly more likely to travel by bicycle than females
- Respondents aged 45-54 years are significantly less likely to travel by bus than any other age group
- Respondents aged 35-54 years are significantly more likely to travel by bicycle than those aged 18-24 years and 65+ years
- Those with a disability are significantly less likely to travel by foot and bicycle than those who identify as not having a disability

Figure 2 - Current usage of Poole town centre to/from Ferndown and Wimborne route



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

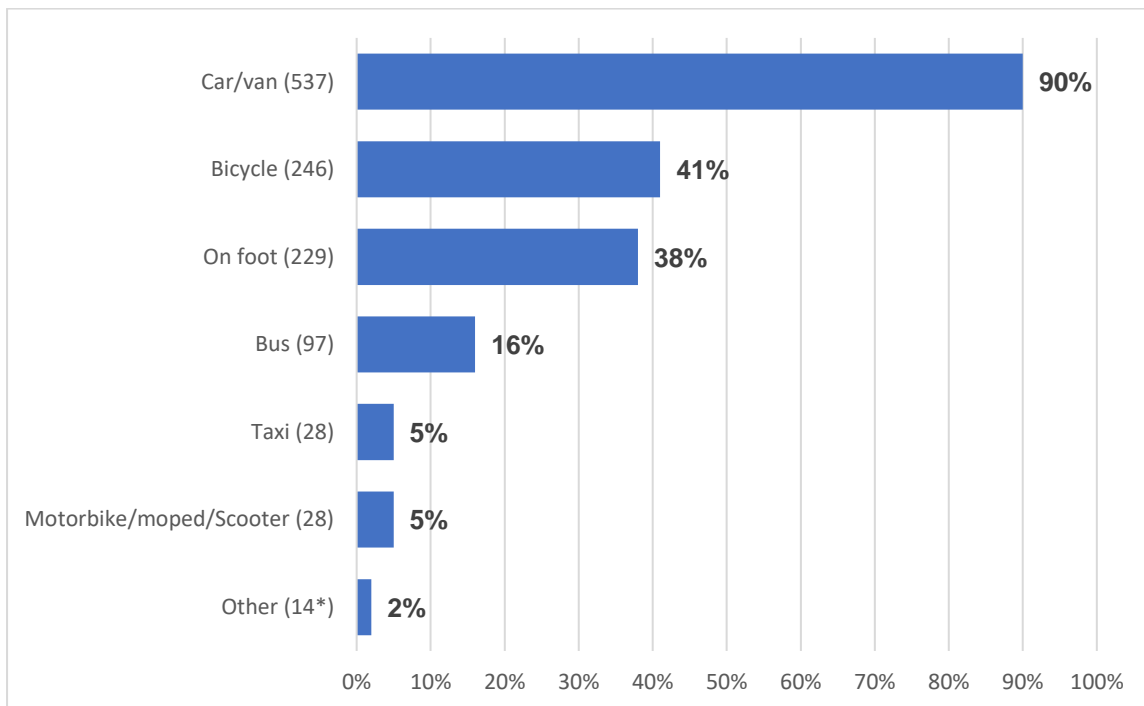


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Merley, Poole to/from Christchurch:

- 18-24 year olds and 45-54 year olds are significantly more likely to travel by foot than those aged 55+ years
- 65+ year olds are significantly more likely to travel by bus than any other age group
- 35-44 year olds are significantly the most likely to travel by bicycle
- Those with a disability are significantly less likely to travel by foot and bicycle than those who identify as not having a disability
- Those who identify as having no religion are significantly more likely to travel by bicycle than those who identify as Christian

Figure 3 - Current usage of the Merley, Poole to/from Christchurch route



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



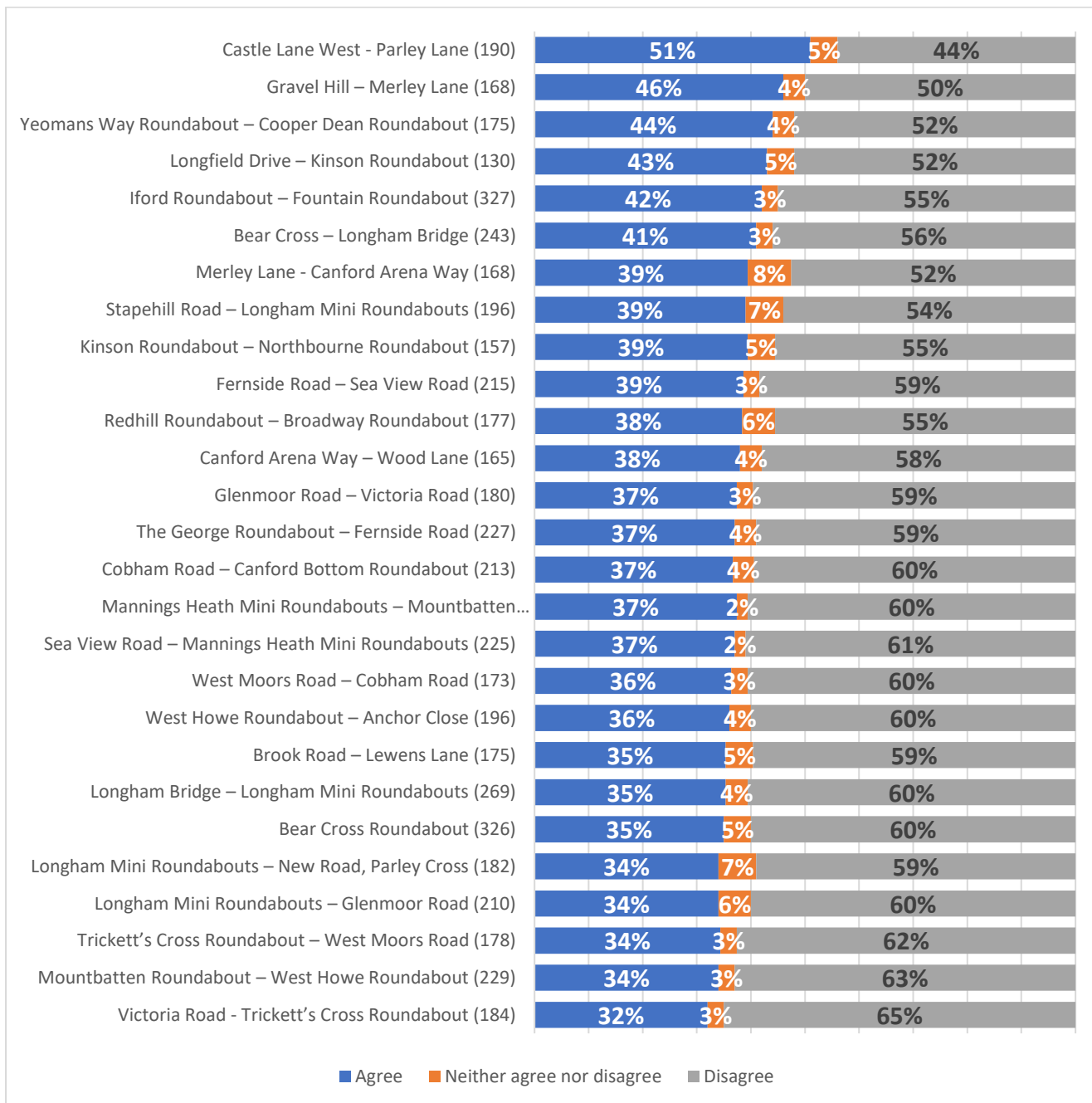
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## Overall views by section

Figure 4 shows respondents' opinions on each section of the two routes. Over half of respondents (51%) agreed with the changes on Castle Lane West – Parley Lane; whereas over six in ten respondents disagreed with the changes at Victoria Road – Tricketts Cross Roundabout (65%), Mountbatten Roundabout – West Howe Roundabout (63%), Tricketts Cross Roundabout – West Moors Road (62%) and Sea View Road – Mannings Heath Roundabout (61%).

Figure 4- Respondent opinions on each section



Base: varied as shown



## Section reports

The next part of the report shows individual section analysis – the sections are in the following order:

### **Poole town centre to/from Ferndown and Wimborne**

- The George Roundabout – Fernside Road
- Fernside Road – Sea View Road
- Sea View Road – Mannings Heath Mini Roundabouts
- Mannings Heath Mini Roundabouts – Mountbatten Roundabout
- Mountbatten Roundabout – West Howe Roundabout
- West Howe Roundabout – Anchor Close
- Bear Cross Roundabout
- Bear Cross – Longham Bridge
- Longham Bridge – Longham Mini Roundabouts
- Longham Mini Roundabouts – Glenmoor Road
- Glenmoor Road – Victoria Road
- Victoria Road - Trickett's Cross Roundabout
- Trickett's Cross Roundabout – West Moors Road
- West Moors Road – Cobham Road
- Cobham Road – Canford Bottom Roundabout
- Brook Road – Lewens Lane
- Stapehill Road – Longham Mini Roundabouts
- Longham Mini Roundabouts – New Road, Parley Cross

### **Merely, Poole to/from Christchurch**

- Gravel Hill – Merley Lane
- Merley Lane – Canford Arena Way
- Canford Arena Way – Wood Lane
- Bear Cross Roundabout
- Longfield Drive – Kinson Roundabout
- Kinson Roundabout – Northbourne Roundabout
- Redhill Roundabout – Broadway Roundabout
- Castle Lane West – Parley Lane
- Yeomans Way Roundabout – Cooper Dean Roundabout
- Iford Roundabout – Fountain Roundabout



## Transforming Travel

# Poole town centre to/from Ferndown and Wimborne

## The George Roundabout – Fernside Road

This section details feedback received on the George Roundabout- Fernside 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:

- A new protected one-way cycle track on the western side of High Street North
- A signed quiet route along St Mary’s Road with current restrictions to vehicle movement remaining at the junction of Garland Road and St Mary’s Road
- An existing crossing on Longfleet Road relocated to near Shaftesbury Road
- A new protected cycle track on both sides of Longfleet Road between Shaftesbury Road and the Bird’s Hill Road/Garland Road junctions
- Upgrades to existing crossing points
- More priority for cyclists and pedestrians at the junctions of Longfleet Road with Shaftesbury Road and Parish Road, and the junction of St Mary’s Road with Garland Road
- Upgrades to the junctions of St Mary’s Road and Longfleet Road with Fernside Road, including new traffic lights, new crossings and improvements to existing crossing points
- Changes to traffic signal timings at the junction of Longfleet Road and Fernside Road to improve bus journey times



231 respondents



127 comments

The respondent breakdown was as follows:

A resident living in or immediately around one of the routes	133
A BCP Council resident	149
A Dorset Council resident	29
A visitor to the area	2
Someone who travels through the area for work, leisure or other	119
Someone who owns/runs a business in the area	27
Someone who works in the area	68
A member of a local group or organisation	9
Other	33

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



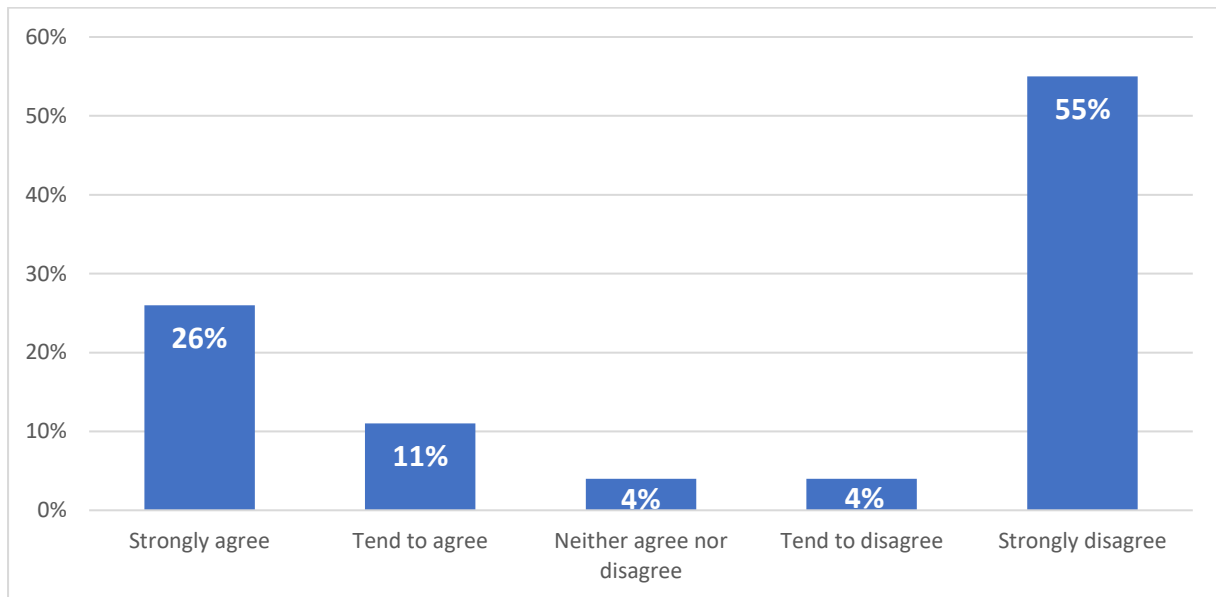


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Just over one quarter of respondents (26%) strongly agreed with the proposals whilst over half of respondents (55%) strongly disagreed.

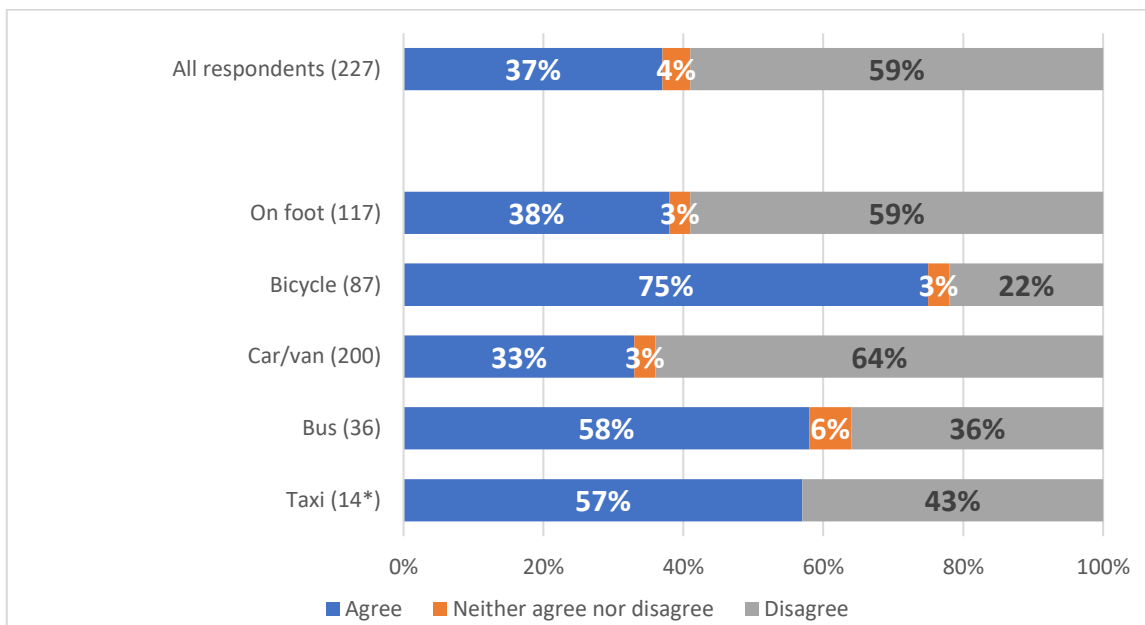
Figure 5 – Overall agreement/disagreement levels for The George roundabout – Fernside Road (% respondents)



Base: All respondents

Figure 6 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 6 – Agreement/disagreement levels by mode of travel (% respondents)



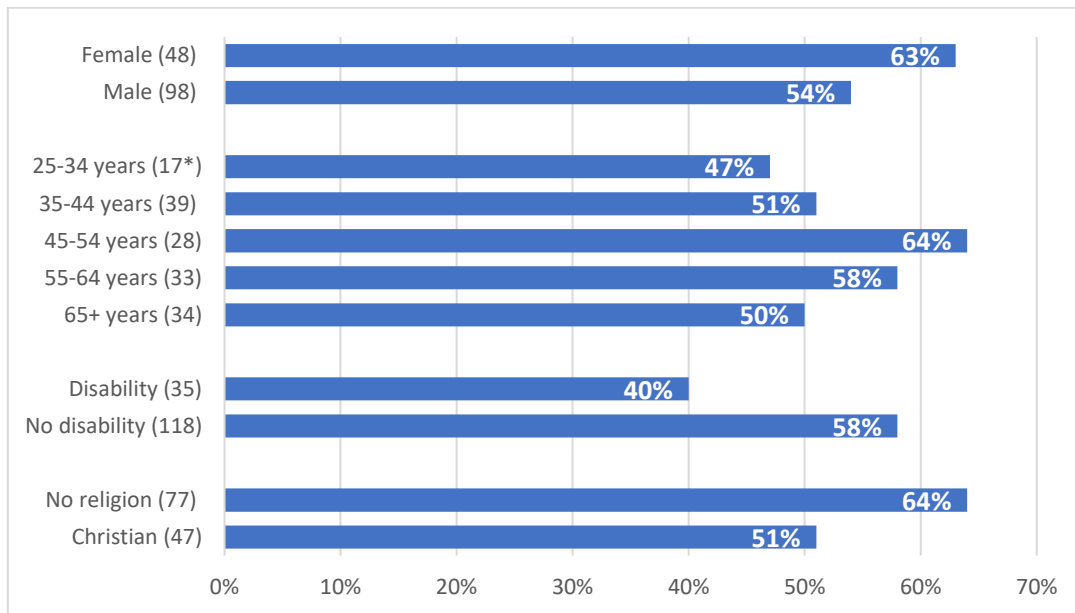
Base: Variable as shown (\* denotes low base. Excludes modes of transport with a base of less than 10)



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Figure 7 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 7 – Agreement levels by equalities groups (% respondents)



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

Respondents were asked to explain why they agreed or disagreed with the proposed changes. Almost 130 respondents made a comment in relation to the George roundabout – Fernside Road. Figure 8 shows the themes of comments received. The most prevalent themes were design comment/suggestion, negative impact on traffic/road users and general agreement. Example comments are shown below.

Figure 8 – Themes of comments

Theme	No. of comments
Design comment/ suggestion	37
Negative impact on traffic/road users	27
General agreement	20
Changes will improve safety	17
General disagreement	16
Disagree with protected cycle track	16
Agree with protected cycle track	16
Disagree with junction upgrade	14
Environmental factors	10
General cycle comment	10
Accessibility issue	9
Agree with junction upgrade	7
Health/Disability issue	6
Disagree with quiet route	4
Agree with traffic signal changes to improve bus times	3
Agree with quiet route	2





Disagree with shared paths	2
Other	1


Base: 127 respondents


## Design comment/suggestion

Design comments and suggestions varied but there were several comments in relation to the route needing to be more joined up and improvements needed at George roundabout.


 “There needs to be a cycle lane from the hospital back to the George roundabout and also a way of cycling round or across that junction. I know there are long term plans for that area but it's difficult to see how well this route works without knowing how that junction is going to be improved.”


 “I think that these routes would be great my biggest concern is the lack of a cycle connection from West quay Rd to the George roundabout.”


 “Goes from protected cycle lane to quite road back to protected cycle lane. Needs to be protected for the whole section. What happens to people cycling towards The George roundabout? The cycle lane just ends? Could protected cycle track be a different colour to the road to highlight it is segregated?”

 “However the George Roundabout and bus station still presents a significant when travelling from Poole Park to Poole High School - choices appear to be get off and push or cycle on the pavement past the Lighthouse - is this right? Getting good and safe routes from Lower Parkstone to Poole High, as off road as possible, would seem to be a priority but things still seem fragmented around there.”

## Negative impact on traffic/road users

 “Although they look OK on paper these cycle lanes are barely used by cyclists and it will interfere too much with traffic flow causing more congestion and increased pollution by longer travelling times for cars and busses.”

 “ There are aspects of this that are concerning, least of all that the use of HGV's and their purpose have not been taken into consideration in the survey The majority of the Poole town centre to Ferndown/Wimborne is a major road into and out of Poole which is used constantly by delivery vehicles. Alternative routes will increase traffic/congestion/pollution and is costly for the operator. I appreciate the need for making cyclists lives easier, but I fear this may severely disrupt haulage operators. More so if weight limits are imposed on parts of the road. The other route is much less a problem but combined with the other, will make accessing customer sites problematic at best.”

 “These changes make the routes much less accessible for most of the population, will increase congestion and harm local services.”

**General agreement**



“BCP Council have made major improvement plans for the area to cut down on the use of cars. This is very welcome and necessary for the health of us all.”



“This can be a busy road - the improvements suggested will be of benefit to everyone.”



“Excellent - great to see plans for better cycling infrastructure.”



# Transforming Travel

## Fernside Road – Sea View Road

This section details feedback received on the Fernside Road – Sea View 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:

- A quiet route along Hunt Road
- A new two-way protected cycle track on the eastern side of Ringwood Road, between the Hunt Road and Sea View Road junctions
- New crossing points along the route
- Double yellow lines on Ringwood Road, between the Parkstone Heights and Hilton Close junctions
- More priority for cyclists and pedestrians at the junctions of Ringwood Road and adjoining roads
- Five bus stop locations to be upgraded along route, which could include accessibility improvements, new shelters and real-time information
- A new shared path link along Dorchester Road connecting to existing provision on Foxholes Road
- Changes to the road layout around the Dorchester Road and Balston Road junctions, with dedicated right-turn lanes and central hatching removed. Vehicles will still be able to turn right from Ringwood Road at these locations
- Improvements at the Ringwood Road/Sea View Road junction, with new controlled crossing points and shared space for walking and cycling



217 respondents



103 comments

The respondent breakdown was as follows:

A resident living in or immediately around one of the routes	124
A BCP Council resident	142
A Dorset Council resident	29
A visitor to the area	1
Someone who travels through the area for work, leisure or other	113
Someone who owns/runs a business in the area	23
Someone who works in the area	60
A member of a local group or organisation	10
Other	32

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

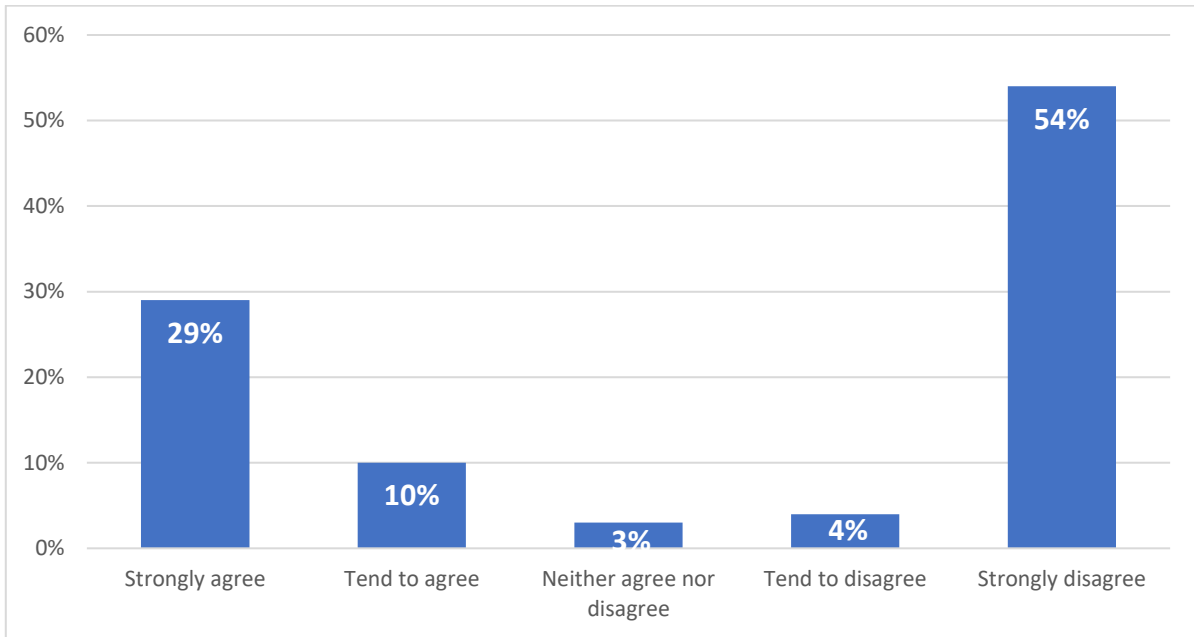


# Transforming Travel

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Almost three in ten respondents (29%) strongly agreed with the proposals whilst over half of respondents (54%) strongly disagreed.

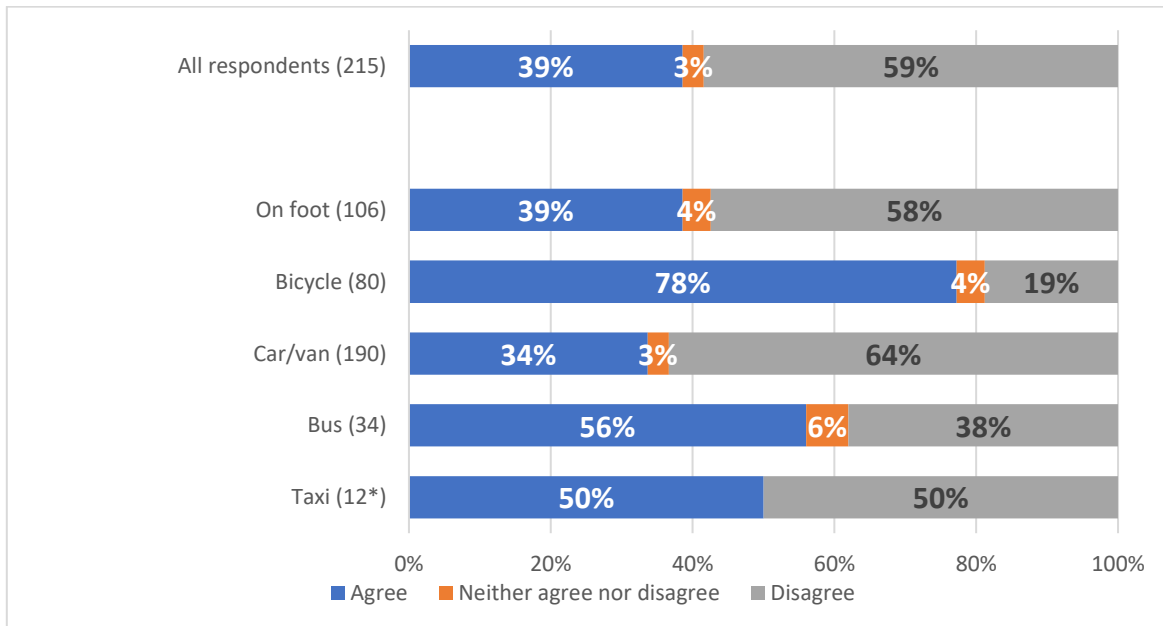
Figure 9 – Overall agreement/disagreement levels for Fernside Road – Sea View Road (% respondents)



Base: All respondents

Figure 10 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 10 – 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)

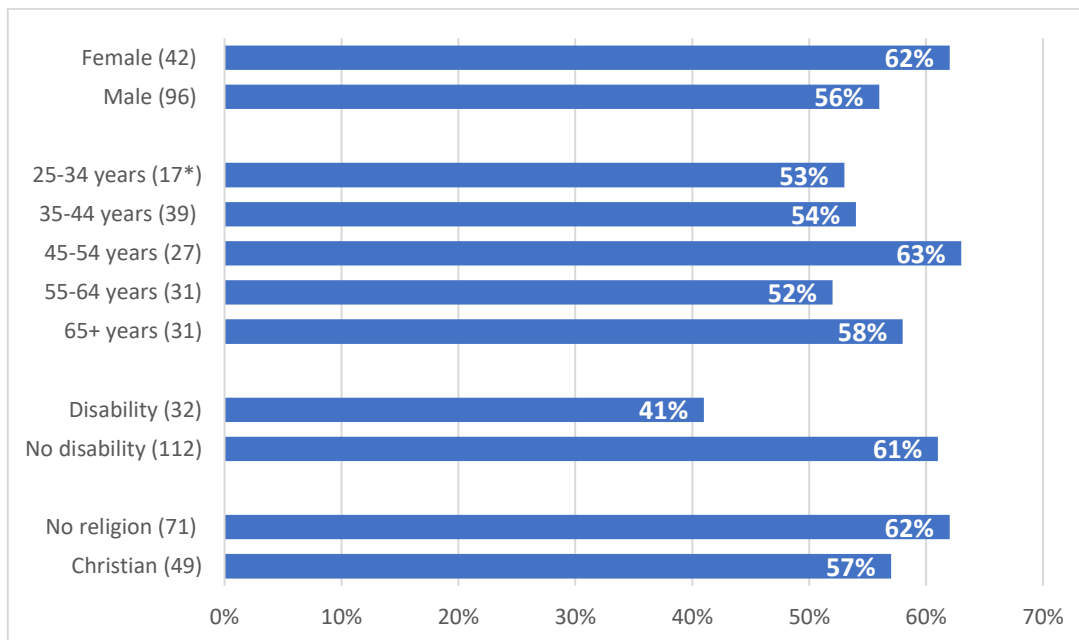


# Transforming Travel

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Figure 11 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 compared to those without a disability.

Figure 11 – Agreement levels by equalities groups (% respondents)



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

Respondents were asked to explain why they agreed or disagreed with the proposed changes. Just over 100 respondents made a comment in relation to Fernside Road – Sea View Road. This included two written responses. Figure 12 shows the themes of comments received. The most prevalent themes were design comment/suggestion, general agreement, negative impact on traffic/road users and general disagreement. Example comments are shown below.

Figure 12 – Themes of comments

Theme	No. of comments
Design comment/ suggestion	21
General agreement	18
Negative impact on traffic/road users	15
General disagreement	15
Changes will improve safety	10
Disagree with changes to road layout	8
Agree with bus stop upgrades	7
General cycle comment	7
Environmental factors	7
Agree with changes to road layout	7
Disagree with protected cycle track	6
Disagree with quiet route	6
Agree with protected cycle track	5





Accessibility issue	4
Disagree with shared paths	4
Agree with quiet route	3
Other	2
Agree with new crossing points	2
Disagree with new crossing points	2
Health/Disability issue	1


Base: 103 respondents

## Design comment/suggestion


Comments varied but there were some alternative suggestions to the proposed changes.


 “Happy with the segregated cycle lane up Ringwood Road. The segregated lane however should just continue down Ringwood road to join up with Longfleet Road Rather than the attempted quiet route on Hunt/St Mary's Road. Quiet routes should, according to LTN 1/20 be genuinely low traffic roads for local access only and, for use by all ages and abilities, limited to 20mph. Cannot cycle to Ocean academy entrance on this route.”


 “Hunt road does seem a better candidate than St Mary's. I again am concerned that you will have issues with traffic flow if you narrow Ringwood road to compensate for this as again it is a popular through-road and has high traffic from the industrial estates in the area, would it not make more sense to pick a series of quiet roads through the residential areas and specialise them for cycling where there is less chance of cyclists clashing with cars and large lorries that frequently have issues seeing them? For example you could continue from Hunt Rd up to Gorse Hill Rd and then Pound Lane removing a chunk of travel on Ringwood Road completely...”

 “I appreciate why you're considering a two way protected cycle track on east side of road, but if cyclists have to stop at a toucan crossing to get over the other side from Ringwood Rd south of Hunt Road, then there needs to be a good space for cyclists to get out of the road way and unmount. Generally though faster road cyclists and groups cycling will not do this and will likely still use the left hand (west) side of the road to prevent dismounting and waiting at a crossing. What happens at the end of the southern protected cycle track on east side of road - just finishes /dead end?”

## General agreement

 “Live off Dorchester Road so this would make huge difference- trying to join Dorchester Road from my house is dangerous due to speed of traffic.”

 “These improvements look fantastic!! We really need these services to be able to travel safely on our bikes.”

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





## Transforming Travel

### Negative impact on traffic/road users



“Current traffic flow is already very high during morning and evening rush hour. Plus during emergencies it is very difficult for the emergency vehicles to pass through the newly created traffic flow.”



“These changes make the routes much less accessible for most of the population, will increase congestion and harm local services.”



“Two way cycle lanes are unnecessary as they are currently rarely used as a singular lane. This will result in a narrower road for cars, meaning slower journey times and more congestion. Similarly, the removal of the dedicated right-turn lanes and central hatching will mean a significant increase in congestion, with cars waiting for oncoming traffic to let them turn, and therefore a tailback of cars behind them as they wait. This issue will be magnified many times over during rush hour.”

### General disagreement



“Poor planning and little consideration to the residents who cannot travel long distances freely quickly to / from work.”



“A lot of time and money wasted for near no improvement.”



“The proposed changes are at the expense of current vehicular traffic and as such are impractical and unacceptable.”



## Sea View Road – Mannings Heath Mini Roundabouts

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



226 respondents



125 comments

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*

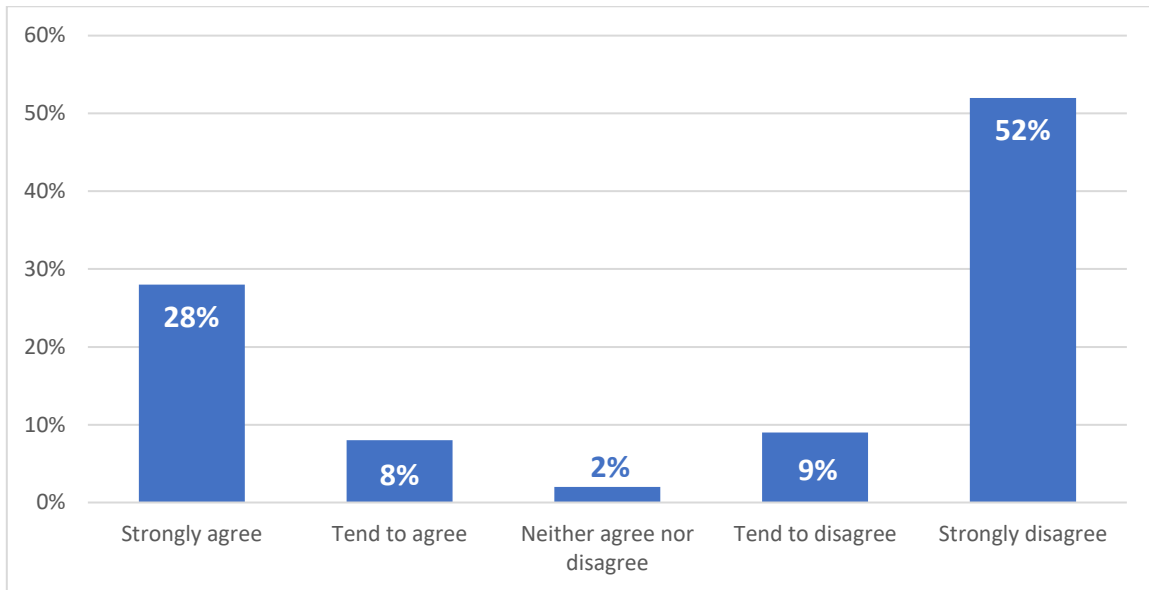


# Transforming Travel

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

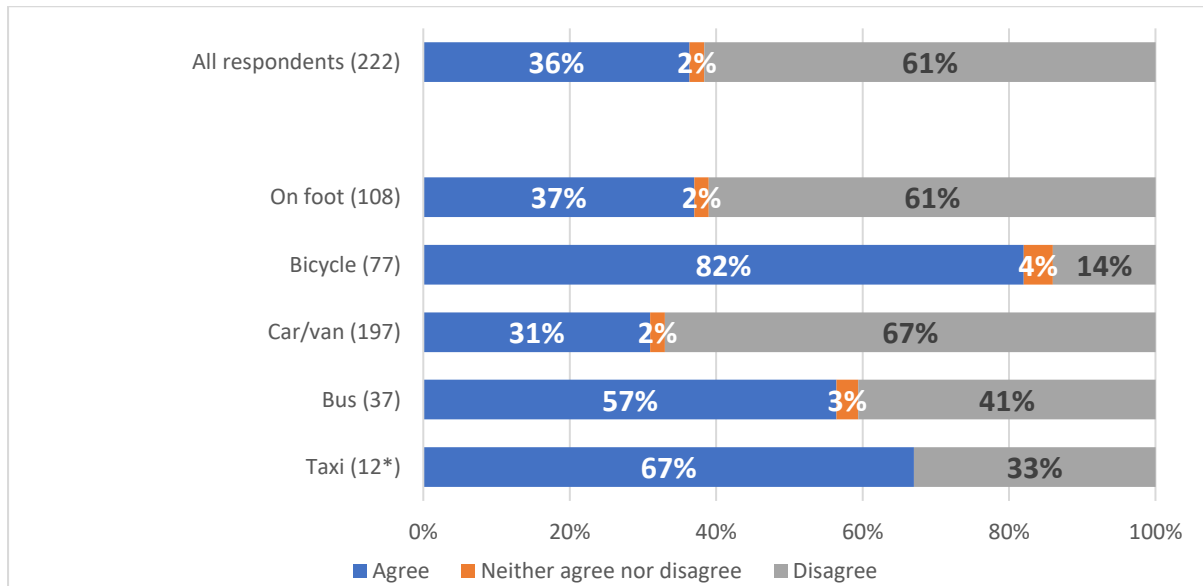
Figure 13 – Overall agreement/disagreement levels for Sea View Road – Mannings Heath Mini Roundabout (% respondents)



Base: All respondents

Figure 14 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.

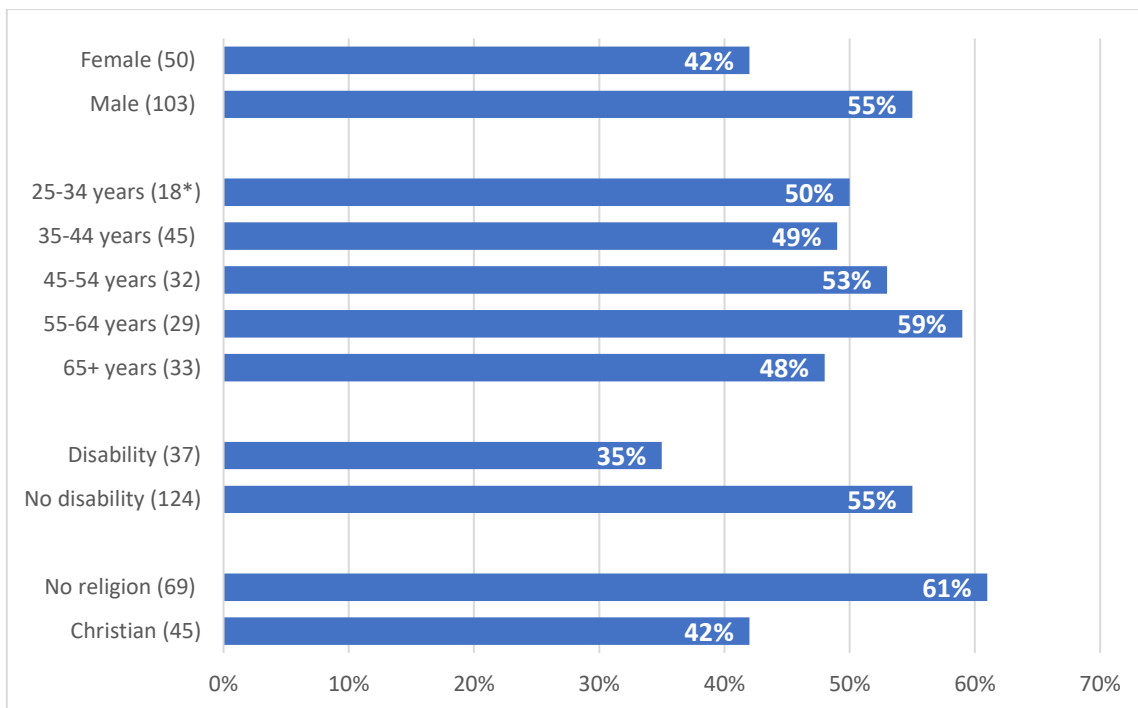
Figure 14 – Agreement/disagreement levels by mode of travel (% respondents)



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

Figure 15 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 15 – Agreement levels by equalities groups (% respondents)



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

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. Figure 16 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. Example comments are shown below.

Figure 16 – 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

## 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 is 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.”

 “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.”



# Transforming Travel

## Mannings Heath Mini Roundabouts – Mountbatten Roundabout

This section 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



211 respondents



107 comments

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

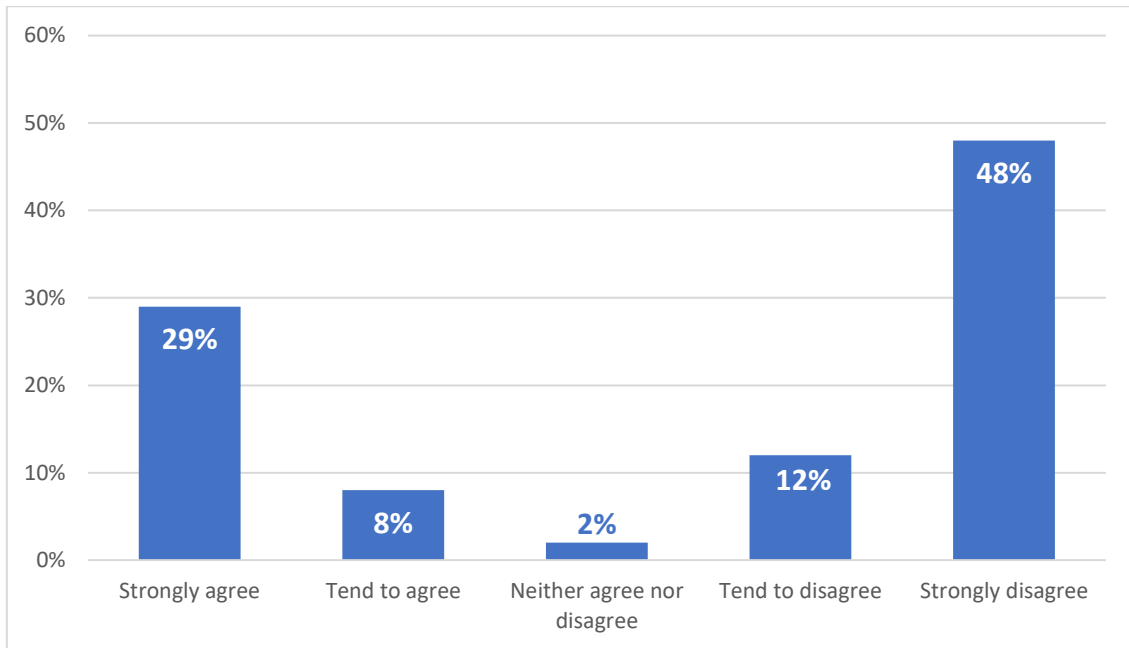
*Note: respondents were able to select more than one category*



# Transforming Travel

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

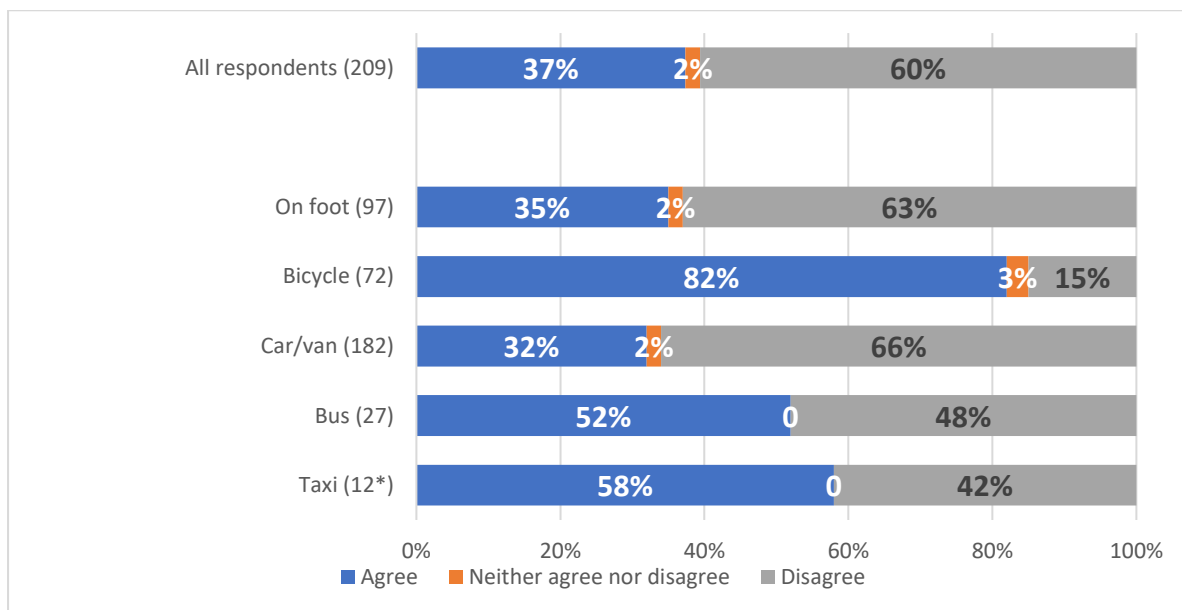
Figure 47 – Overall agreement/disagreement levels for Mannings Heath Mini Roundabout – Mountbatten Roundabout (% respondents)



Base: All respondents

Figure 18 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 18 – 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)

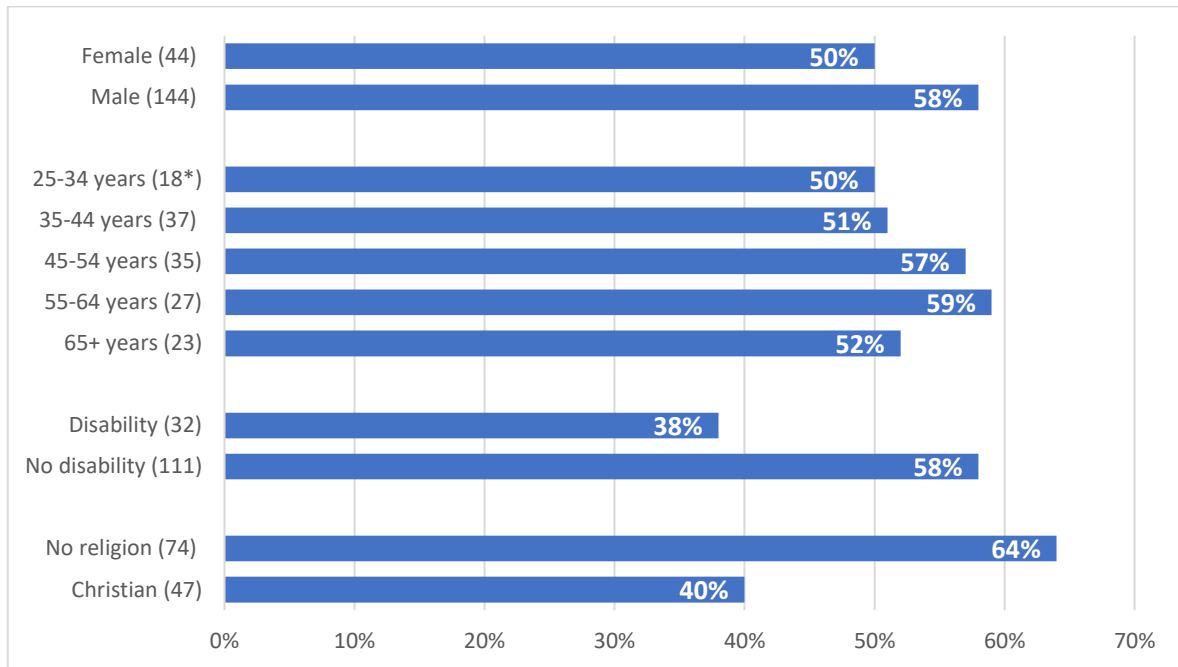




## Transforming Travel

Figure 19 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.

Figure 19 – Agreement levels by equalities groups (% respondents)



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

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. Figure 20 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. Example comments are shown below.

Figure 20 – Themes of comments


Theme	No. of comments
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).”

 “Many tens of miles of cycle path have already been built and have not lead to a reduction in congestion, pollution or affected the obesity epidemic. These changes do not provide a sensible alternative to the car and will in fact only benefit an able bodied minority who will use it for recreation.”

## Design comment/ suggestion

 “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.”





## Transforming Travel

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### 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.”



# Transforming Travel

## Mountbatten Roundabout – West Howe Roundabout

This section details feedback received on the Mountbatten Roundabout – West Howe 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 High Howe Lane and Dominion Road
- Changes to traffic signal timings at the Mountbatten Roundabout to improve bus journey times
- The existing path behind Turbary Retail Park, connecting Wallisdown Road and Turbary Park Avenue, would be converted to shared use
- The existing footways upgraded to shared use on both sides of Ringwood Road between Mountbatten Roundabout and St Georges Drive
- More priority for cyclists and pedestrians travelling at the junctions of Ringwood Road and adjoining roads
- A new toucan crossing on Ringwood Road, near the Paddington Grove junction, connecting to the upgraded shared use path on the western side
- A lower speed limit of 30 mph between the two roundabouts
- Five bus stop locations to be upgraded along route, which could include accessibility improvements, new shelters and real-time information
- New planting installed at the junction of Dominion Road and the access road into Lidl, preventing vehicle movements. Vehicle access would remain into Lidl from Poole Lane
- The existing footway between Dominion Road and West Howe Roundabout would be converted to shared space, connecting into a new parallel crossing on High Howe Lane and existing facilities around the roundabout



232 respondents



102 comments

The respondent breakdown was as follows:

A resident living in or immediately around one of the routes	135
A BCP Council resident	151
A Dorset Council resident	36
A visitor to the area	2
Someone who travels through the area for work, leisure or other	126
Someone who owns/runs a business in the area	27
Someone who works in the area	74
A member of a local group or organisation	9
Other	32

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

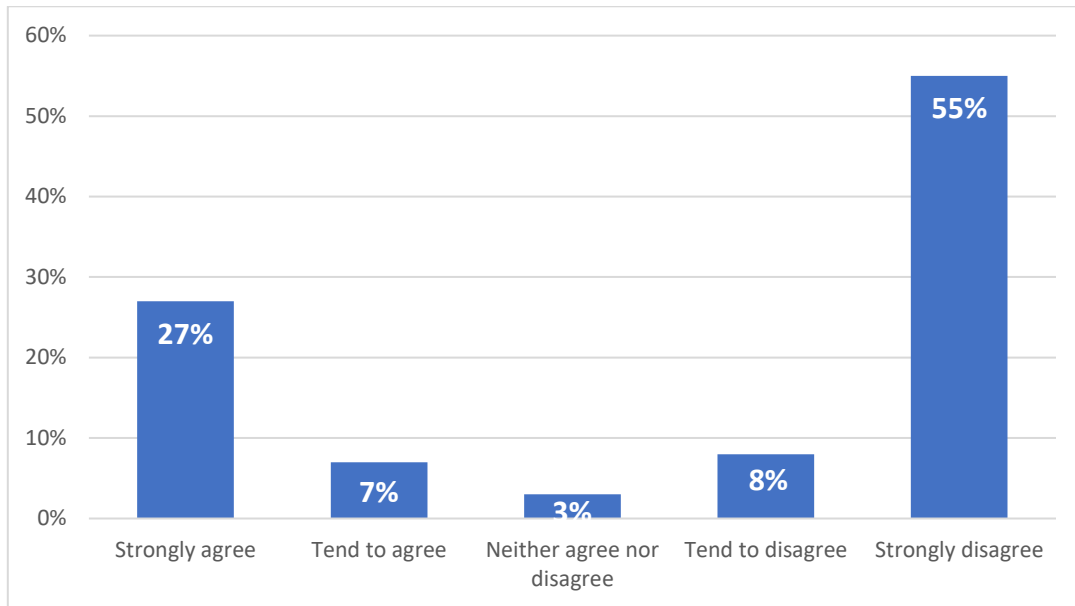


# Transforming Travel

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Over one quarter of respondents (27%) strongly agreed with the proposals whilst over half of respondents (55%) strongly disagreed.

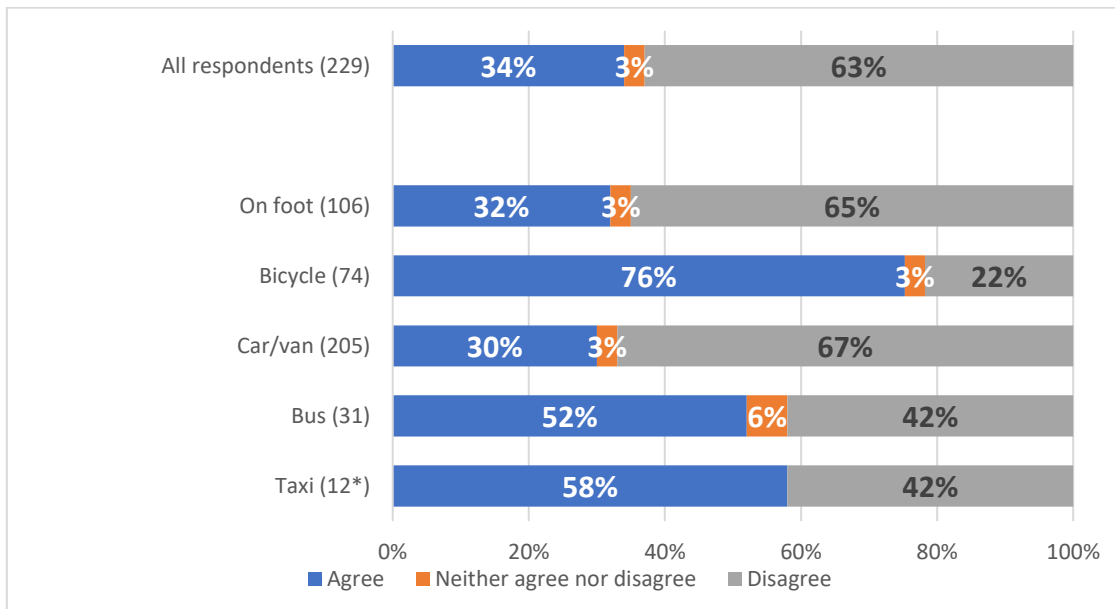
Figure 25 – Overall agreement/disagreement levels for Mountbatten Roundabout – West Howe Roundabout (% respondents)



Base: All respondents

Figure 22 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 and on foot are least likely to agree.

Figure 22 – Agreement/disagreement levels by mode of travel (% respondents)



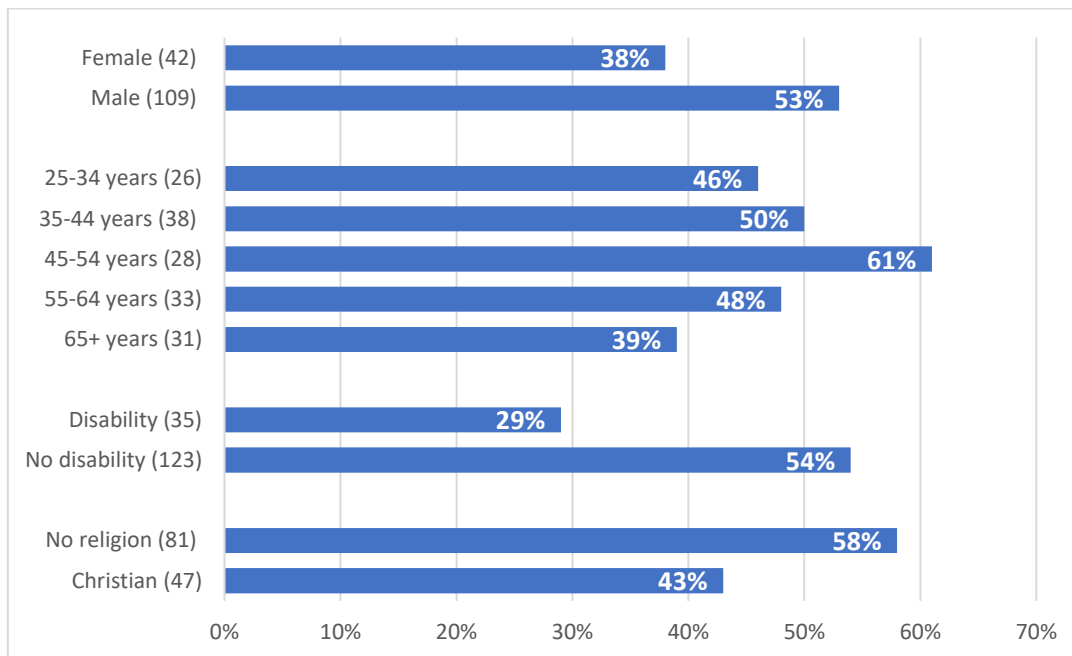
Base: Variable as shown (\* denotes low base. Excludes modes of transport with a base of less than 10)



# Transforming Travel

Figure 23 shows agreement levels by equalities groups. Ethnicity and sexual orientation have not been included due to low bases. Respondents without a disability were significantly more likely to agree with proposals than those with a disability.

Figure 23 – Agreement levels by equalities groups (% respondents)



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

Respondents were asked to explain why they agreed or disagreed with the proposed changes. Just over 100 respondents made a comment in relation to Mountbatten Roundabout – West Howe Roundabout. Figure 24 shows the themes of comments received. The most prevalent themes were negative impact on traffic/road users, design comment/suggestion, general agreement and general disagreement. Example comments are shown below.

Figure 24 – Themes of comments

Theme	No. of comments
Negative impact on traffic/road users	24
Design comment/ suggestion	23
General agreement	17
General disagreement	14
Disagree with shared paths	9
General cycle comment	8
Disagree with speed limit reduction	8
Accessibility issue	7
Disagree with planting installed at Dominion Rd junction	7
Agree with protected cycle track	7
Environmental factors	6
Changes will improve safety	5





# Transforming Travel


Agree with speed limit reduction	4
Disagree with protected cycle track	4
Agree with new crossing	3
Health/Disability issue	3
Other	2
Agree with traffic signal changes to improve bus times	2
Disagree with traffic signal changes to improve bus times	1
Disagree with new crossing	1
Agree with shared paths	1

Base: 102 respondents

## Negative impact on traffic/road users


 “This is a major route into Poole and you are going to make it slower and more congested...”


 “Judging by the mess that has been made of Wallisdown Road in recent weeks, this is a recipe for gridlock. Wallisdown Road has no pull in lay bys for buses and there is nothing to stop cyclists still using the road rather than the new path. It will be very detrimental to essential vehicular traffic, including people commuting, the emergency services and delivery vehicles upon which local businesses depend...”

 “There is already so much congestion in this area. Changing the road to anything other than better road for cars only would cause more problems.”

## Design comment/suggestion

Comments varied but some respondents voiced concerns of other issues in the area that need to be addressed.

 “ I strongly support most of these proposals, the areas which I cannot see mentioned are: - joining Ringwood Road from Wallisdown Road for cyclists heading towards Bear Cross - how the shared path will work across the filter lane leading into the Turbary retail park - as a car driver trying to turn right from Wallisdown Road onto Ringwood Road north, the traffic lights have been badly synchronised for years, and I have reported this three times without result. Please don't wait for these improvements before fixing this issue. - the pedestrian lights to cross Ringwood Road to get to Francis Avenue seem to be linked into controls for traffic coming around Mountbatten Roundabout regardless of whether there is any traffic or not. People will often cross on red because there is no traffic, then traffic will arrive, facing a red light but people have already crossed.”

 “It won't ease the traffic jams driving through this section. Can we please have a section of the top end of Mountbatten roundabout taken in about 4-6 feet or so people from Alderney West can get around the roundabout easier to come back down the other side instead of waiting so long behind traffic heading up Wallisdown road. A lot of residents on Alderney would be happy for this to happen.”



“...it’s a shame the segregated cycle lane isn’t all the way along both sides of the path though. And I worry that converting what is currently a narrow path in to shared space is a bad idea. There’s no way cyclists and pedestrians could fit side by side on the current pavement. I believe it would be worth sacrificing a lane of the dual carriageway on one or both sides in order to accommodate a wider segregated cycle path and pavement. Or to consider making a fully separate route along the edge of the retail park.”

## General agreement

“I work at Poole Audi and currently commute a section of this route (From Bear Cross to Old Wareham Road, I am looking at moving to Ferndown and this proposed cycle route would be of great benefit and will actually influence my decision on where to buy a home.”

“Given the available space I think these proposals are excellent and will lead to myself and my family using our bikes to travel a lot more often - it’s simply too dangerous at present.”

“A very busy road, I would cycle more if there was a safer route.”

## General disagreement

“Hardly see any cyclists on this road. Seems a massive waste. Improve the roads for car drivers.”

“The proposed changes are at the expense of current vehicular traffic and as such are impractical and unacceptable.”

“With all of these schemes the overall impact will be to create more contention between the various types of user rather than reduce it. Where cycle lanes are provided this is at the expense of either or both the road capacity and the space available for pedestrians.”





# Transforming Travel

## West Howe Roundabout – Anchor Close

This section details feedback received on the West Howe Roundabout – Anchor Close section on the survey (which is on the Poole town centre to/from Ferndown and Wimborne route). The proposed changes on this section are:

- More priority for cyclists and pedestrians travelling at the junctions of Ringwood Road and adjoining roads on the eastern side of the road
- The route would connect into existing shared use path on eastern side of Ringwood Road
- An alternative quiet route along the service road to the west of Ringwood Road, with a lower speed limit of 20 mph along the route
- Six bus stop locations to be upgraded along route, which could include accessibility improvements, new shelters and real-time information



198 respondents



66 comments

The respondent breakdown was as follows:

A resident living in or immediately around one of the routes	114
A BCP Council resident	128
A Dorset Council resident	33
A visitor to the area	2
Someone who travels through the area for work, leisure or other	111
Someone who owns/runs a business in the area	26
Someone who works in the area	67
A member of a local group or organisation	8
Other	31

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

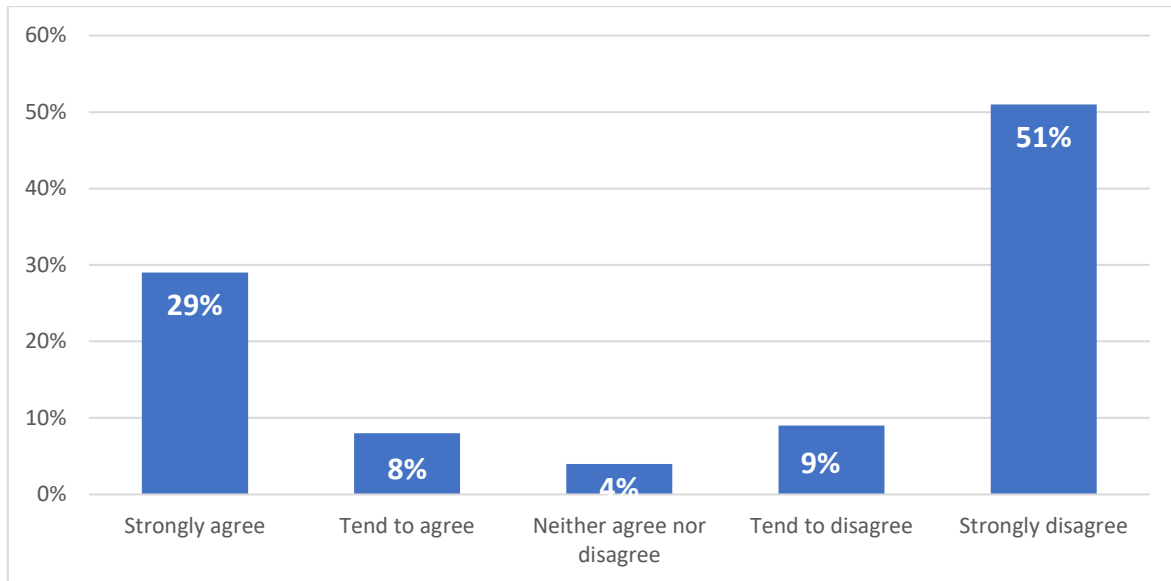


# Transforming Travel

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Almost three in ten respondents (29%) strongly agreed with the proposals whilst just over half of respondents (51%) strongly disagreed.

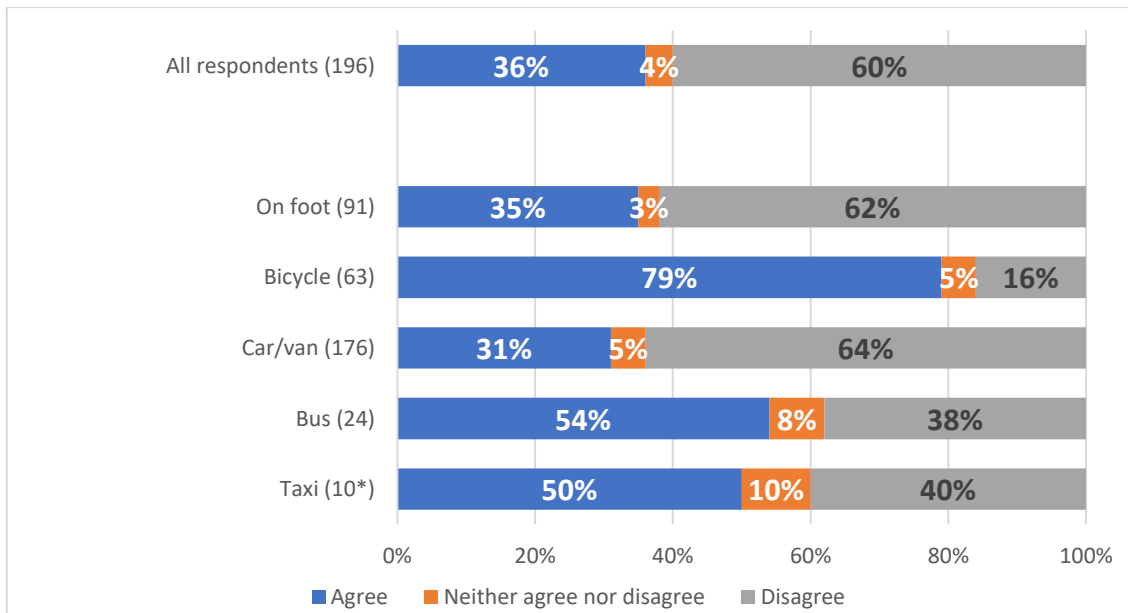
Figure 25 – Overall agreement/disagreement levels for West Howe Roundabout – Anchor Close (% respondents)



Base: All respondents

Figure 26 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 26 – Agreement/disagreement levels by mode of travel (% respondents)



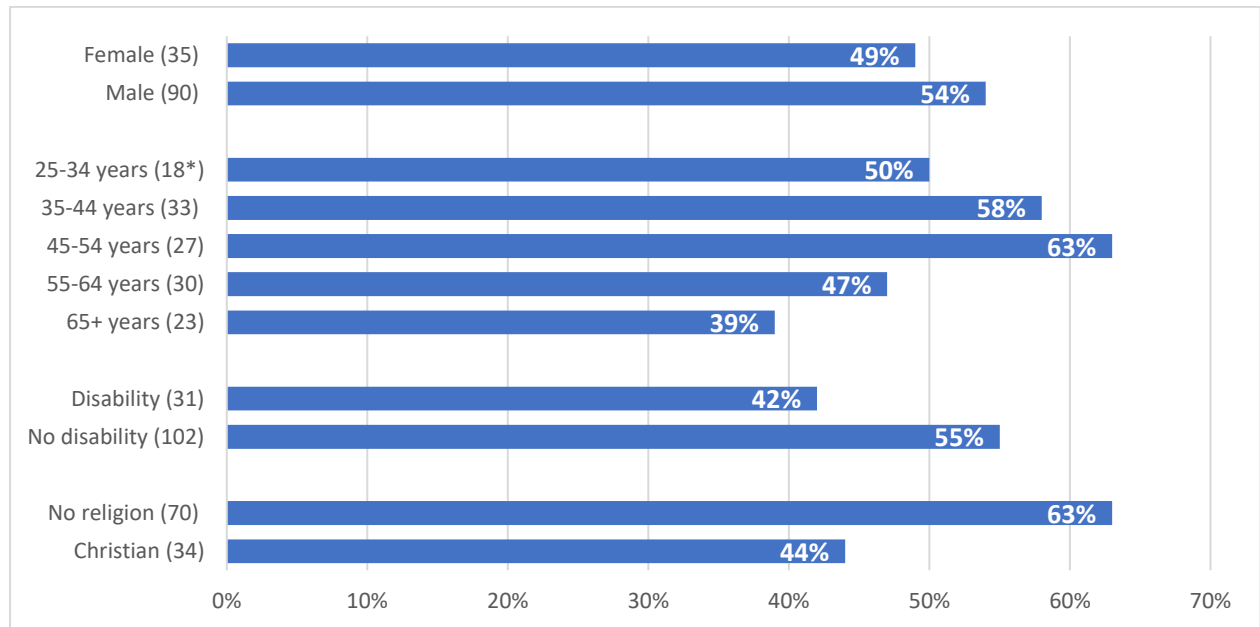
Base: Variable as shown (\* denotes low base. Excludes modes of transport with a base of less than 10)



# Transforming Travel

Figure 27 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 27 – Agreement levels by equalities groups (% respondents)



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

Respondents were asked to explain why they agreed or disagreed with the proposed changes. Just under 70 respondents made a comment in relation to West Howe Roundabout – Anchor Close. Figure 28 shows the themes of comments received. The most prevalent themes were negative impact on traffic/road users and design comment/suggestion. Example comments are shown below.

Figure 28 – Themes of comments

Theme	No. of comments
Negative impact on traffic/road users	12
Design comment/ suggestion	12
General disagreement	9
General agreement	9
Environmental factors	7
Agree with speed limit reduction	6
General cycle comment	5
Accessibility issue	4
Disagree with speed limit reduction	3
Other	3
Changes will improve safety	3
Agree with bus stop upgrades	3
Health/Disability issue	2
Agree with more priority for cyclist and pedestrians	2
Disagree with shared paths	2



# Transforming Travel

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Agree with shared paths	1
Disagree with quiet route	1
Agree with quiet route	1

Base: 66 respondents

## Negative impact on traffic/road users



“There is already so much congestion in this area. Changing the road to anything other than better road for cars only would cause more problems.”



“These changes make the routes much less accessible for most of the population, will increase congestion and harm local services.”

## Design comment/suggestion



“The West Howe roundabout is a particularly dangerous roundabout with a lot of accidents happening here. With the new flats built and the new Lidl store being built this is only going to become worse. I would actually propose that this roundabout be upgraded with traffic lights on it (Like the Mountbatten end or replaced completely with a traffic light controlled crossroads.”



“More priority” needs to be “clear priority”, with ramps, and ideally Tiger Crossings. Uncertainty brings death, and motorists will push through unless clearly have to give way...”

## Bear Cross Roundabout

This section details feedback received on the Bear Cross Roundabout section on the survey (which is on the Poole town centre to/from Ferndown and Wimborne route and the Merley, Poole to/from Christchurch route). The proposed changes on this section are:

- On the eastern arm, a new two-way cycle track running through the verge on the northern side of Wimborne Road
- On the western arm, a new one-way cycle track installed on both sides of Magna Road, with upgrades to street lighting and crossing points
- On the southern arm, a new shared path on the western side of the road
- New crossings and shared space around the roundabout, connecting the routes
- Five bus stop locations upgraded around the roundabout, which could include accessibility improvements, new shelters and real-time information



198 respondents



180 comments

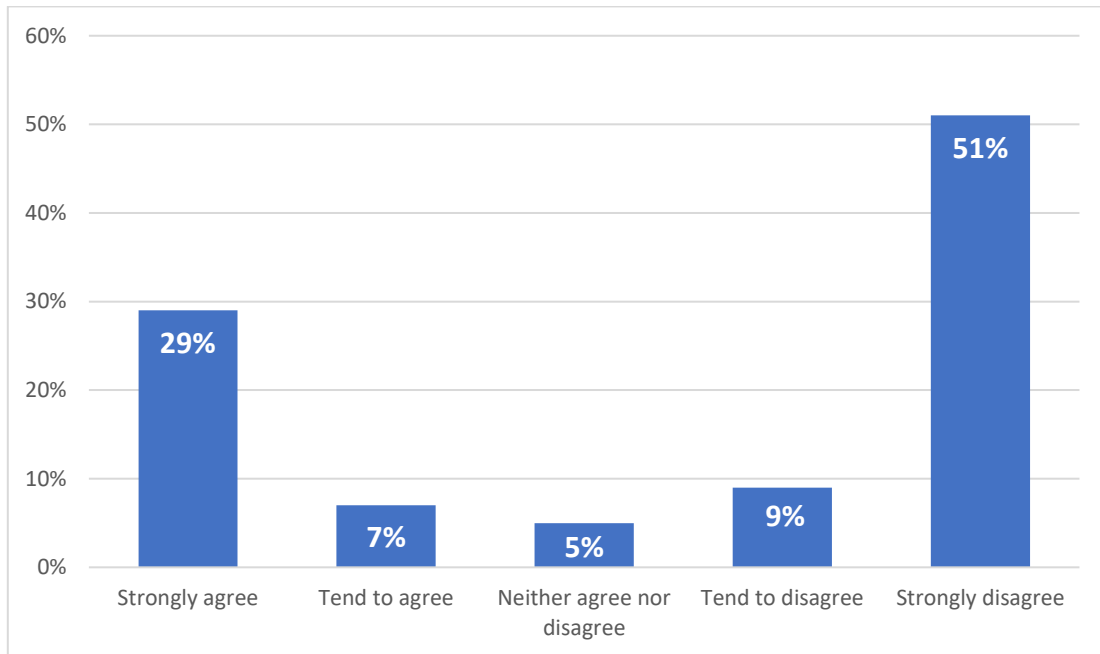
The respondent breakdown was as follows:

A resident living in or immediately around one of the routes	211
A BCP Council resident	213
A Dorset Council resident	49
A visitor to the area	4
Someone who travels through the area for work, leisure or other	184
Someone who owns/runs a business in the area	38
Someone who works in the area	98
A member of a local group or organisation	15
Other	36

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

Almost three in ten respondents (29%) strongly agreed with the proposals whilst just over half of respondents (51%) strongly disagreed.

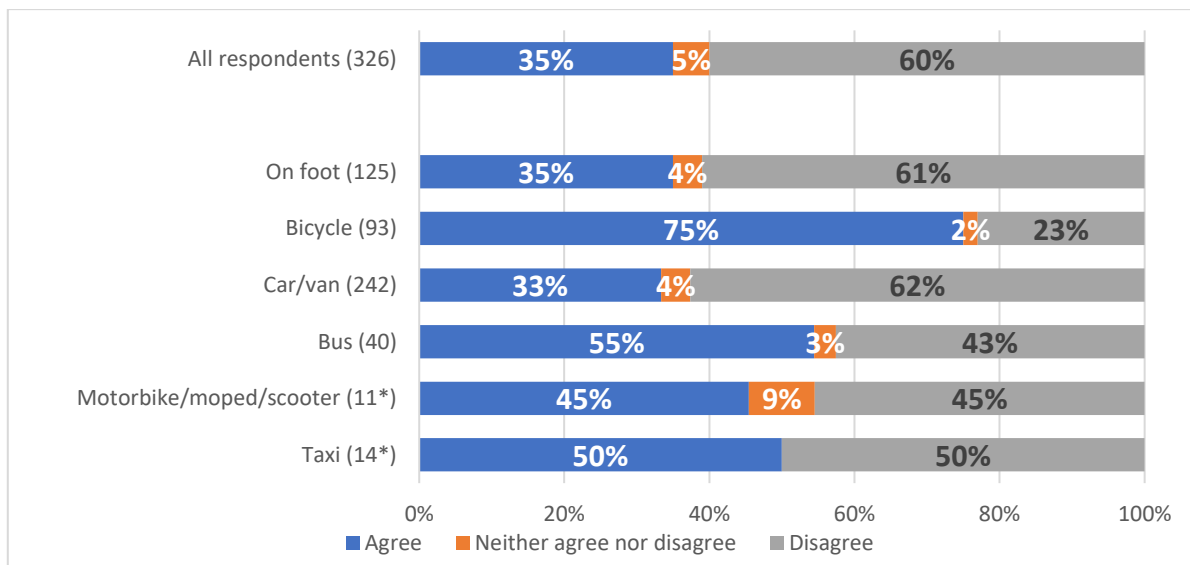
Figure 29 – Overall agreement/disagreement levels for Bear Cross Roundabout (% respondents)



Base: All respondents

Figure 29 shows agreement levels by mode of travel on the Poole town centre to/from Ferndown and Wimborne route and on the Merley, Poole to/from Christchurch route. Respondents who travel by bicycle and by bus are significantly more likely to agree with the proposed changes than those who travel by car/van and on foot.

Figure 29 – Agreement/disagreement levels by mode of travel (% respondents)



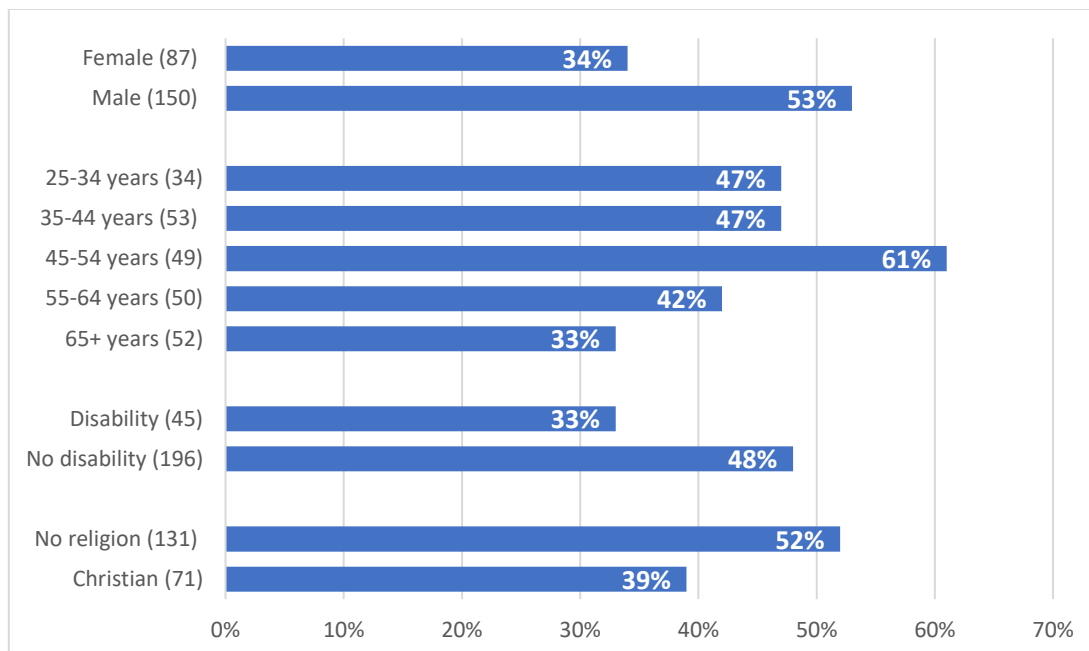
Base: Variable as shown (\* denotes low base. Excludes modes of transport with a base of less than 10)



## Transforming Travel

Figure 30 shows agreement levels by equalities groups. Ethnicity and sexual orientation have not been included due to low bases. Male respondents are significantly more likely to agree with the proposed changes than female respondents. Respondents aged 65+ and over were significantly less likely to agree with the proposed changes than those aged 45 to 54.

Figure 30 – Agreement levels by equalities groups (% respondents)



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

Respondents were asked to explain why they agreed or disagreed with the proposed changes. A total of 180 respondents made a comment in relation to Bear Cross Roundabout. This included one written response. Figure 31 shows the themes of comments received. The most prevalent themes were design comment/suggestion, negative impact on traffic/road users, general disagreement and general agreement. Example comments are shown below.

Figure 31 – Themes of comments

Theme	No. of comments
Design comment/ suggestion	32
Negative impact on traffic/road users	30
General disagreement	26
General agreement	21
General cycle comment	17
Environmental factors	16
Disagree with new crossings and shared space at roundabout	15
Agree with new crossings and shared space at roundabout	15
Accessibility issue	12
Agree with one-way protected cycle track	12
Changes will improve safety	11
Disagree with one-way protected cycle track	10



Disagree with two-way protected cycle track	10
Disagree with shared path	9
Other	8
Agree with two-way protected cycle track	8
Agree with bus stop upgrades	6
Health/Disability issue	5

Base: 180 respondents

## Design comment/suggestion

Design comments and suggestions varied but there were several comments in relation to the type and location of the crossings at the roundabout.

“Be practical when installing crossings near roundabouts, there is an appalling knack in this town to place crossings with 2car lengths of a roundabout and I’ve seen many close shaves where people exiting the roundabout have to stop suddenly on the roundabout as the exit road is blocked.”

“ Having the Tiger crossings close to the junction is very good, would be even better if it was a proper Dutch roundabout arrangement, and not muddling the pedestrian and cycle space together. Detail difficult to see in terms of whether narrowing approach and double lanes to slow drivers. This explanation exemplifies the variable nature and inconsistencies of what is being provided both between routes, and on different sections of the same route. Protected lanes will need to be properly protected with kerbs to stop motorists encroaching.”

“Traffic lights right next to roundabout exits cause lots of congestion as traffic backs up into roundabout which should NEVER happen! This causes congestion every time this ridiculous intervention is implemented (e.g. Broadstone Dunyeats Rd.), move any traffic lights away from the roundabout so traffic keeps flowing on the roundabout!”

“This roundabout is a nightmare at the best of times and putting cyclist lives at risk by making it a shared space is total lunacy it will be safer to put upgraded pelican crossing for cyclist and pedestrians 30m before reaching of the roundabout approach roads or even better install cycle underpass or bridge.”


## Negative impact on traffic/road users


“Goods need to be moved to support the commerce of these towns which can only be hindered by these unnecessary proposals. Every existing similar actions have increased congestion and made this area one to be avoided by business, progressing the decline in local business.”







## Transforming Travel


 “This has become a horrendously busy road, we moved into this property in 1987 when they were talking of putting in a bypass from Canford bottom to Dorset way. Instead of this option we now have two new estates without improving infrastructure on an already dangerous stretch of road. Unless you are going to install traffic calming measures and reduce hgv traffic this road will become one gridlocked nightmare.”

 “Whilst making the Bear Cross roundabout safer for cyclists and pedestrians is beneficially, the overwhelming issue with the roundabout is the traffic congestion in all directions approaching the roundabout. There are regularly lengthy tailbacks down Magna Road at multiple times throughout the day, not limited to just weekdays/rush hour. This will only get significantly worse with the Canford Paddock development and the planned significant housing development north of Magna Road as volumes further increase. The roundabout itself is a small roundabout cannot cope with even the current volume of traffic, and the size makes it dangerous as there is limited time and space for cars to pull out when there are high volumes of traffic, or when volumes are lower and cars are approaching at greater speed and is likely to lead to accidents. The issue is clearly worse when lorries, buses etc that are regular uses of the roundabout need to pull onto the roundabout and have to do so when other vehicles are making rushed moves onto the roundabout.”

### General agreement

 “This route would encourage me to cycle that way more, I have tried a few times, but would not take my 6 year old daughter, with new plans I would.”

 “I avoid roundabouts when cycling. When cycling from Charminster (home) to Wimborne I use quiet roads eventually joining Magna Road at Wheelers Lane. Improvements to Wimborne Road will provide a more direct route.”

 “All fantastic ideas. Crossings really needed for pedestrians and cyclists.”



# Transforming Travel

## Bear Cross – Longham Bridge

This section details feedback received on the Bear Cross - Longham Bridge 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 shared path on the eastern side of Ringwood Road would be improved through vegetation clearance and widening
- A new parallel crossing by the access road into Millhams Recycling Centre
- The existing path to the east of Longham Bridge would be converted to a surfaced shared path, offering an alternative route for walking and cycling away from the main road, over the River Stour via a new bridge and towards Longham mini roundabout
- Two bus stop locations to be upgraded along the route, which could include accessibility improvements, new shelters and real-time information



244 respondents



109 comments

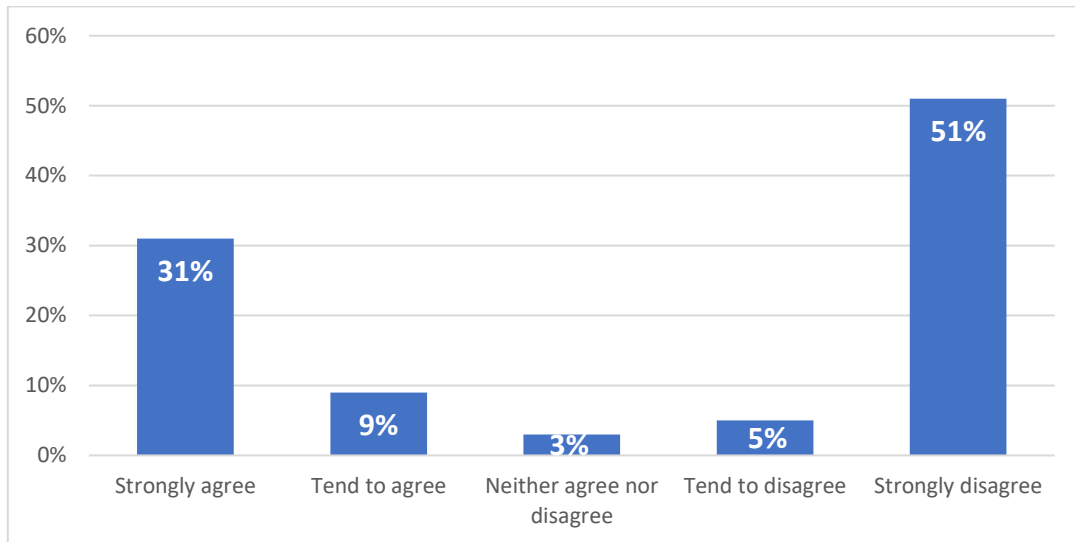
The respondent breakdown was as follows:

A resident living in or immediately around one of the routes	153
A BCP Council resident	143
A Dorset Council resident	51
A visitor to the area	2
Someone who travels through the area for work, leisure or other	138
Someone who owns/runs a business in the area	30
Someone who works in the area	76
A member of a local group or organisation	12
Other	31

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

Just under one third of respondents (31%) strongly agreed with the proposals whilst just over half (51%) strongly disagreed.

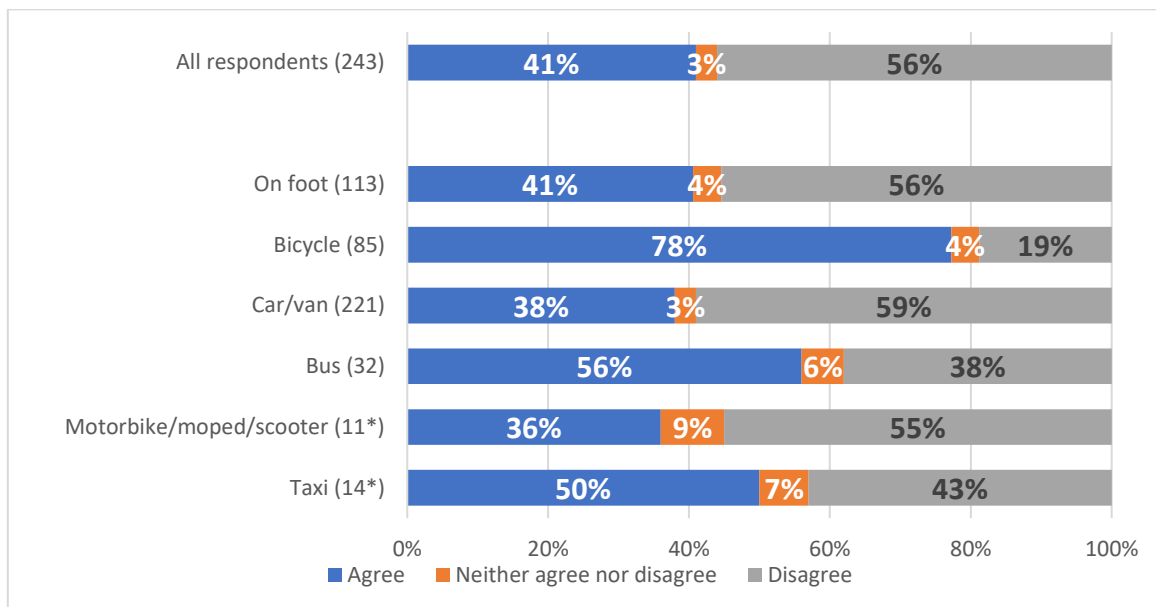
Figure 32 – Overall agreement/disagreement levels for Bear Cross - Longham Bridge (% respondents)



Base: All respondents

Figure 33 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 proposed changes than any other group.

Figure 33– Agreement/disagreement levels by mode of travel (% respondents)



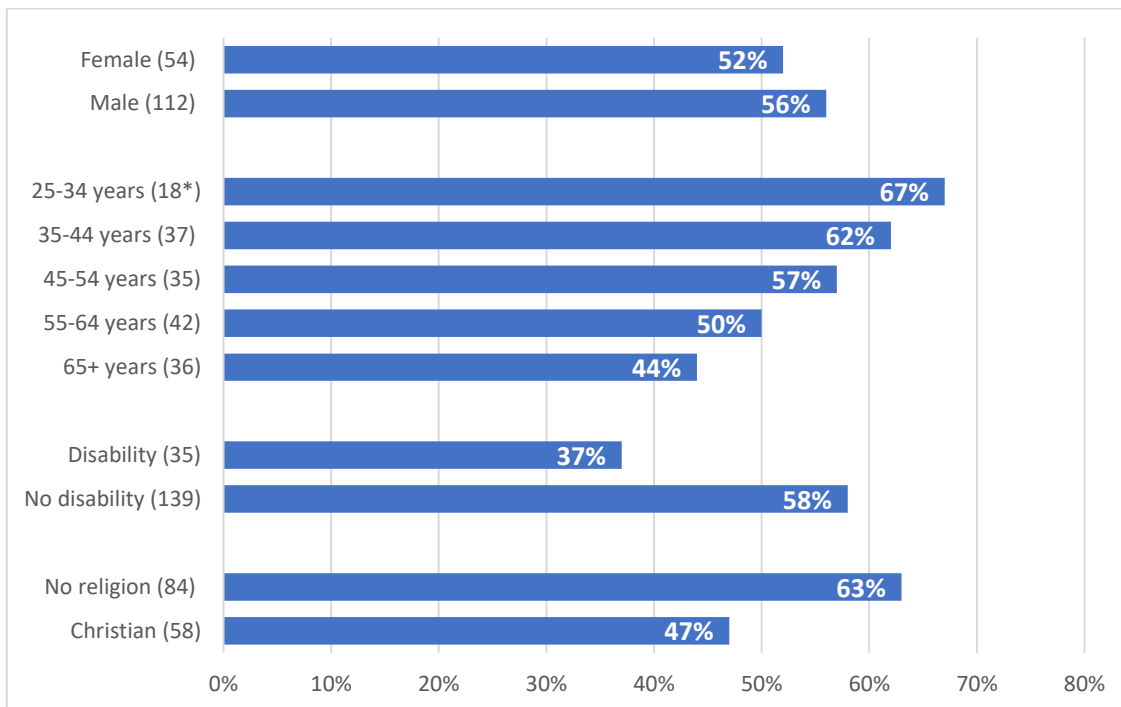
Base: Variable as shown (\* denotes low base. Excludes modes of transport with a base of less than 10)



# Transforming Travel

Figure 34 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 compared to those without a disability.

Figure 34 – Agreement levels by equalities groups (% respondents)



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

Respondents were asked to explain why they agreed or disagreed with the proposed changes. Just under 110 respondents made a comment in relation to Bear Cross - Longham Bridge. This included one written response. Figure 35 shows the themes of comments received. The most prevalent themes were design comment/suggestion, general agreement and agreement with the new shared path/new bridge. Example comments are shown below.

Figure 35 – Themes of comments

Theme	No. of comments
Design comment/ suggestion	34
General agreement	16
Agree with new shared path/new bridge	16
General disagreement	14
Negative impact on traffic/road users	12
Environmental factors	8
Changes will improve safety	7
General cycle comment	7
Other	6
Health/Disability issue	5
Disagree with new shared path	5
Agree with shared path improvement	5




# Transforming Travel


Disagree with shared path improvement	4
Accessibility issue	3
Agree with new crossing	3
Agree with bus stop upgrades	2
Disagree with new crossing	1


Base: 109 respondents


## Design comment/suggestion


Design comments and suggestions varied but there were comments in relation to lighting and security of the off-road path and there were also suggested alternatives about improving Longham Bridge.


 “Concerned over any path being away from the road from natural surveillance and if it is not lit. Off-putting for many people but especially younger people and females.”

 “The point about a lit path at Longham Lakes applies to both routes either side of Ringwood Rd at Longham. Also, the security of these two routes is a bit of a bother as neither are overlooked. They will be great leisure routes but I'm not sure how good for commuting, especially in winter.”


 “Your diagram shows footway both sides of Longham bridge - is that correct?, why don't we just bite the bullet here and get a new Longham bridge built.... the bridge is no longer fit for purpose, having a new bridge from by the hotel to near the recycling centre has surely got to be the better solution. We could then put a better access into the recycling centre as well. So if we do your proposal of a new river crossing for pedestrians and cycles are we going to ban cycles from the bridge? Or do they use the new/existing footways?.”


 “Some way of providing shared path over existing bridge must be better use of funds than a dedicated bridge? Explored cantilevering steel walkway/shared path off existing structure? If not feasible then additional bridge will be great - other benefits encouraging people to use it.”

 “None of these suggestions will do anything to alleviate traffic congestion. Heavy industrial traffic needs to be redirected, either through Kinson or Wimborne, to avoid Longham Bridge which has been a dangerous bottleneck for many years...”

 “Bridge is dangerous for cyclists and approach to mini roundabout is scary for cyclists. Drop speed limit to 30.”

## General agreement

 “This section sounds like a brilliant idea, not only is it providing a route away from traffic but also a recreational section and will really add to the area.”

 “Finally one that actually finds a way to improve things for everyone.”

 “Excellent plans.”



## Transforming Travel

### Agreement with new shared path/new bridge



“Especially like the alternative route for walking and cycling away from the main road, over the river Stour.”



“Improvements to the shared use path are much needed. The off-carriageway shared path is a good improvement too, particularly for cyclists looking to avoid the busy road.”



“The path down the side of the river and a new bridge across, then an off road route to the mini roundabouts is something that I would use all the time, a superb idea. Right now I use the pavement when cycling towards Hampreston...”



# Transforming Travel

## Longham Bridge – Longham Mini Roundabouts

This report details feedback received on the Longham Bridge – Longham Mini Roundabouts 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 off-carriageway shared use route to the east of Ringwood Road, connecting Longham Bridge to Longham mini roundabouts, around the Golf Club. The route could alternatively connect to Christchurch Road at the main Golf Club access
- A lower speed limit of 30 mph on Ringwood Road
- The existing footway on the eastern side of the road converted to a new shared use path
- A new toucan crossing near the access road into Longham Lakes
- Six bus stop locations upgraded, which could include accessibility improvements, new shelters and real-time information

Route options to the west of Ringwood Road are being assessed and subject to agreement with landowners.



271 respondents



139 comments

The respondent breakdown was as follows:

A resident living in or immediately around one of the routes	164
A BCP Council resident	139
A Dorset Council resident	82
A visitor to the area	2
Someone who travels through the area for work, leisure or other	152
Someone who owns/runs a business in the area	30
Someone who works in the area	82
A member of a local group or organisation	34
Other	34

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

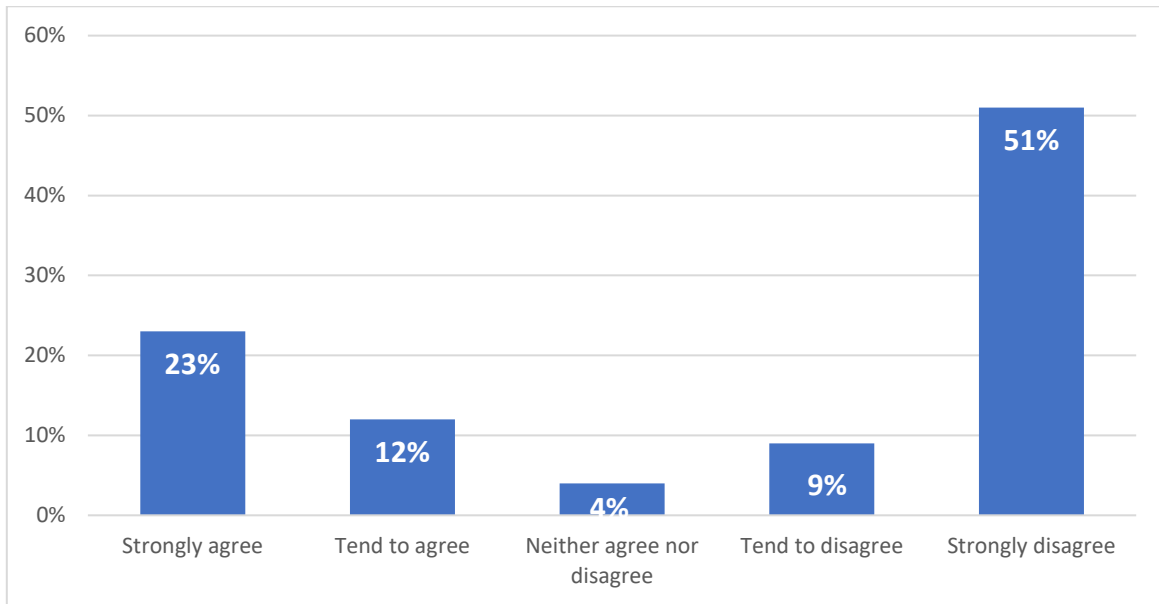


# Transforming Travel

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Just under one quarter of respondents (23%) strongly agreed with the proposals whilst just over half (51%) strongly disagreed.

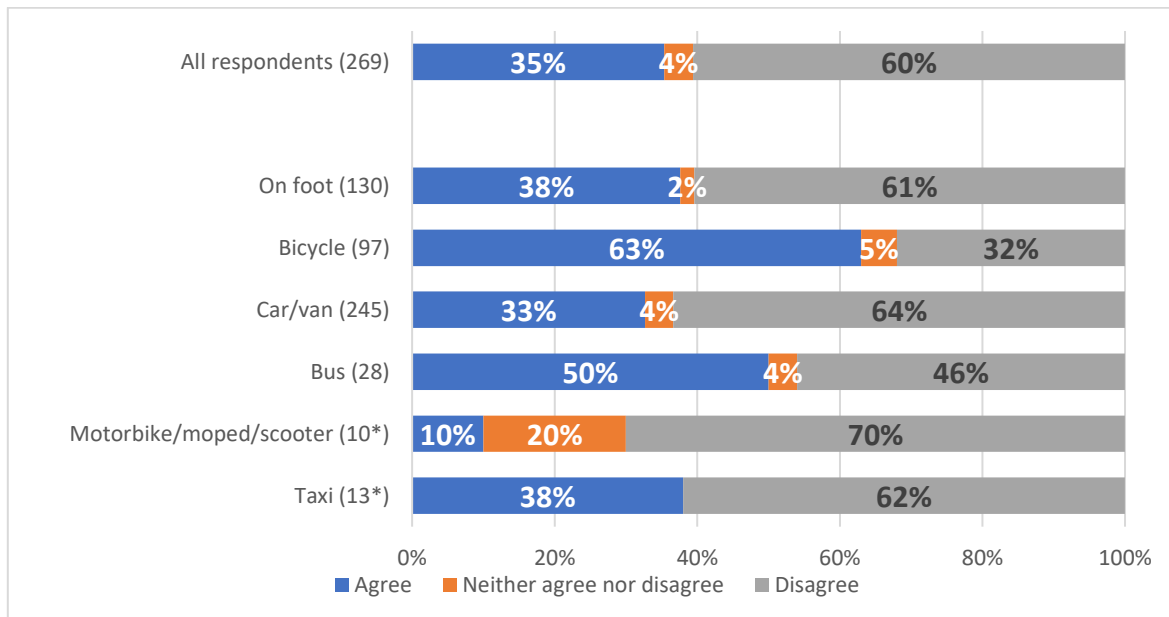
Figure 36 – Overall agreement/disagreement levels for Longham Bridge – Longham Mini Roundabouts (% respondents)



Base: All respondents

Figure 37 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 and motorbike/moped/scooter are least likely to agree.

Figure 37 – 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)

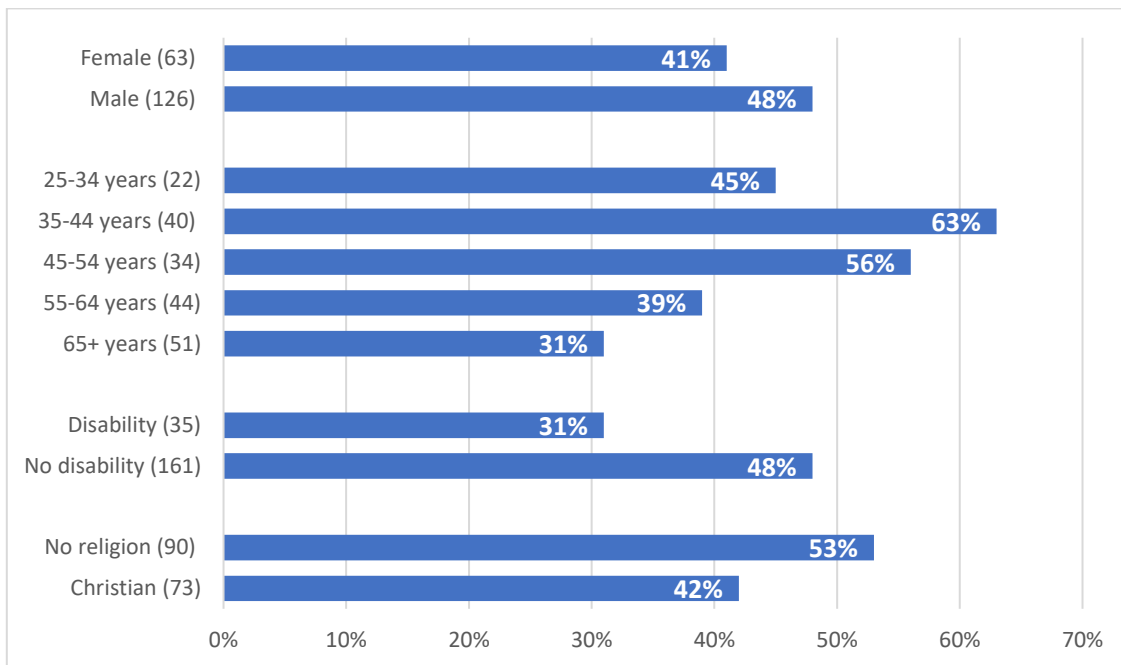




# Transforming Travel

Figure 38 shows agreement levels by equalities groups. Ethnicity and sexual orientation have not been included due to low bases. Respondents aged 55 and over are significantly less likely to agree with proposals compared to those aged 35 to 54.

Figure 38 – Agreement levels by equalities groups (% respondents)



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

Respondents were asked to explain why they agreed or disagreed with the proposed changes. Almost 140 respondents made a comment in relation to Longham Bridge – Longham Mini Roundabouts. This included three additional written responses. Figure 39 shows the themes of comments received. The most prevalent themes were design comment/suggestion, disagreement with new off-carriageway shared path, general agreement and disagreement with reduced speed limit. Example comments are shown below.

Figure 39 – Themes of comments

Theme	No. of comments
Design comment/ suggestion	46
Disagree with new off-carriageway shared path	36
General agreement	20
Disagree with reduced speed limit	17
Agree with new off-carriageway shared path	15
Environmental factors	14
Negative impact on traffic/road users	13
General disagreement	11
Agree with reduced speed limit	10
Health/Disability issue	9
Changes will improve safety	9
Disagree with existing footpath converted to shared use	6





Agree with existing footpath converted to shared use	6
Accessibility issue	5
General cycle comment	4
Agree with new crossing	4
Other	3
Disagree with new crossing	2
Disagree with bus stop upgrades	1
Agree with bus stop upgrades	1


Base: 139 respondents


## Design comment/suggestion


There were many comments relating to using the alternative route around the golf course rather than across the allotment for the new shared use route. There were also comments about crossings and where the route should join up.

 “I strongly oppose the section that cuts across the Longham Allotment Gardens. As an allotment holder my allotment has provided numerous benefits. These include exercise, fresh air, fresh crops and the social aspect of talking to other plot holders. An alternative route for this section could run between the allotments and the Dudsbury Golf Club...”

 “...So your second option of taking the route through the golf club grounds, as you show as a second option, would surely be best, and would exit onto Christchurch road, which would be safer than Longham roundabout. The Golf club route is already shown to go from the river via a new bridge and then into golf club land. It would also tie in well if the Golf club land is built on.

 “I strongly disagree with the proposed plan to place a cycle/pedestrian route through the allotment gardens site at Longhand. A more appropriate route would be through parts of Longhand Golf course, which may be subjected to redevelopment in the future. The cycle route could be incorporated into any future development plans, allowing access to residents of the new development...”

 “Generally the proposals are good. I prefer the alternative shared path, which goes around the golf course and connects with Christchurch road as this would be a significantly more useful route to bypass the busy part of the road at Longham roundabout. The other route on the other hand, whilst being more useful for people heading to Ferndown, is not very direct and because of the zig zagging around, cyclists in particular would probably be more likely to use the road to save time, unless the road was extremely congested. The alternative route that has been suggested on the other hand, would be a useful route to get to Parley.”

 “...Your new route over the new crossing needs a cut back to meet the path going from Ringwood Road behind the hotel - that way the local residents can actually use the new crossing rather than Longham bridge. You also definitely need the new path to come out near the roundabouts otherwise it’s not going to be much use other than for Sunday afternoon strolls. Can’t see why we need to drop the speed limit if we’re taking off the cyclists from the road... You also need a path where the new toucan crossing is going to



## Transforming Travel

allow access to the new path (from the new crossing) otherwise you've left the most dangerous bit (narrow road already) unchanged..."



"...I feel there should be a crossing at Longham Bridge to allow walkers to cross from the Stour Valley Way in the east to continue their route west."

### Disagree with new off-carriageway shared path

There were several comments from respondents who are plot holders at the Longham allotment site and disagreed with the proposal of putting the shared path through the site. There were also concerns from some respondents about the safety and practicalities of an off-road path.



"...Whilst we understand the challenges involved in upgrading the existing footpaths along this section, we do have reservations about the proposals for an off-road route, particularly on the eastern side. Any such route would be unlit and as such we feel it is questionable how usable it would be, particularly during the winter months. We would instead suggest a way should be found to deliver the necessary improvements running alongside the existing roadway."



"I don't agree with the proposed route going through the allotments at Longham. Aside from the lack of security for the allotment plot holders when the general public are able to enter the site, I don't believe that the route is safe for travelling along in the evening. As a female, I would not feel comfortable having to follow the pathway behind the allotments and over the river on my own. I would love the area to have more cycle paths and walking routes, but would prefer them to follow the roads."



"Concerned about the off road route which is not subject to natural surveillance, not lit and may be wet at times. Not helpful for many people especially younger people and females."



"The planned shared way through the allotments isn't acceptable. They are the only ones in the area, with people spending relaxing time planting, growing and cultivating fruit, veg and flowers. Cutting through the middle of the land would present a breakdown in the community and community spirit of the allotment holders, and also put everyone's plots at greater risk of vandalism and theft of produce from those using the proposed shared path. Plot holders won't feel as safe as they currently do down there while tending to their plots. An increase in littering is also likely. The allotments have helped with people's mental wellbeing over the past 15 months, please don't take this away from us."



"I disagree with the proposed route through the allotments. It's wrong to take away land from the plot holders who have invested time, hard work and money in building them up. It creates security issues to the site as access will be impossible to control. It will be dangerous to cyclists and the allotment plot holders to have the access gate crossing the cycle path to get in and out as it will be at high risk of accidents and collisions..."



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### General agreement



"Improved safety and environment for non car travel would increase my use for shopping and leisure purposes."



"Good proposals so far on this section. Like the choice of along road or quite route. Road route will be needed when river floods proposed quite route in winter."



"Improved safety and environment for non car travel would increase my use for shopping and leisure purposes."

### Disagree with reduced speed limit



"No need to reduce speed limit as it has never been a problem over the last 25 years and during peak hours the volume of traffic and vehicles from the Poole ferry terminal keep the limit down..."



"Even though I frequently cycle on this road having driven it too I disagree with the reduced speed limit but the other changes are okay."



"Disagree on the reduction of speed limit - this is unnecessary."



## Transforming Travel

### Longham Mini Roundabouts – Glenmoor Road

This section 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.



214 respondents



80 comments

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.

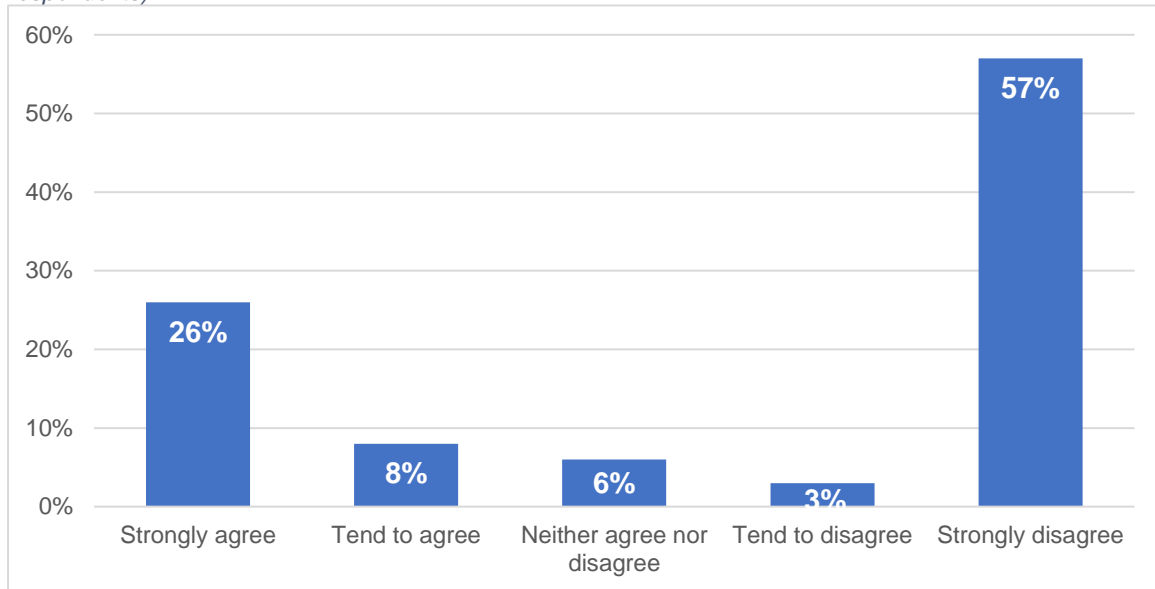


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Figure 40 shows that over one quarter of respondents (26%) strongly agreed with the proposals and almost three fifths (57%) strongly disagreed.

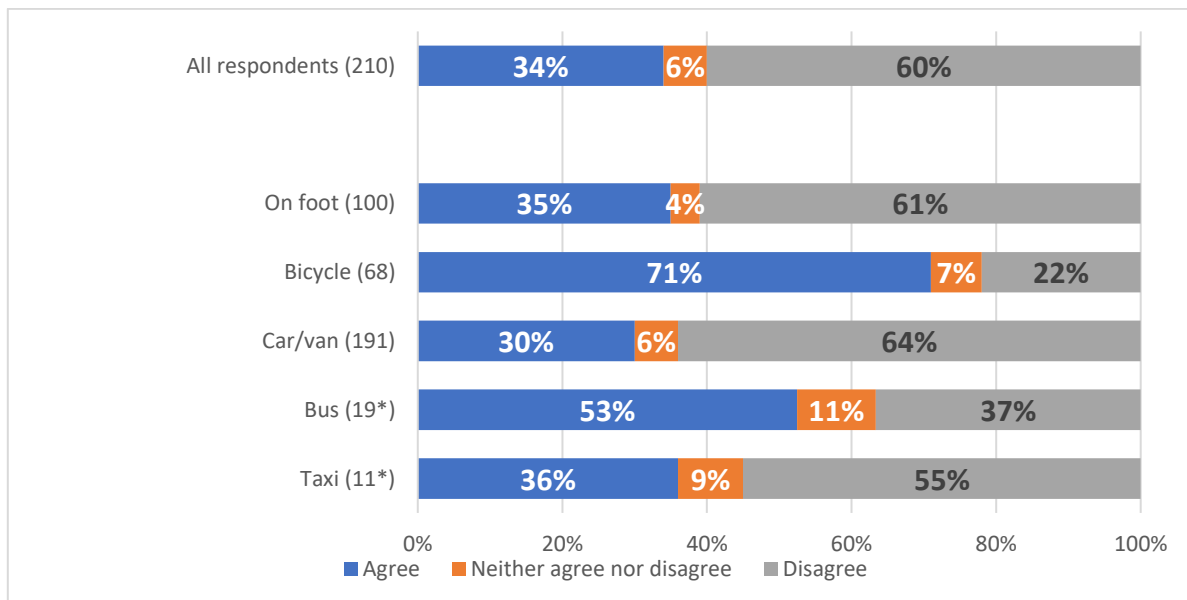
Figure 40 – Overall agreement/disagreement levels for Longham Mini Roundabouts – Glenmoor Road (% respondents)



Base: All respondents

Figure 41 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 41 – Agreement/disagreement levels by mode of travel (% respondents)



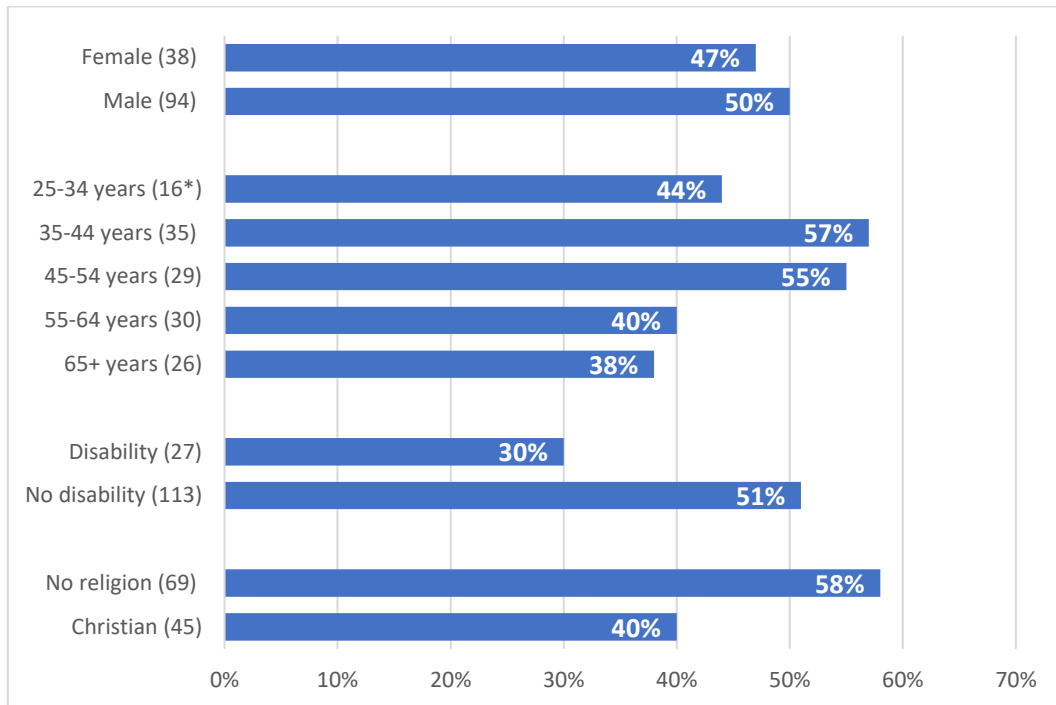
Base: Variable as shown (\* denotes low base. Excludes modes of transport with a base of less than 10)



# Transforming Travel

Figure 42 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 42 – Agreement levels by equalities groups (% respondents)



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

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. Figure 43 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 43 – 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



# Transforming Travel

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Agree with shared paths	2
Disagree with crossings	1
Disability/ Health Issue	1

Base: 80 respondents

## 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).”





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 “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”



# Transforming Travel

## Glenmoor Road – Victoria Road

This section details feedback received on the Glenmoor Road – Victoria 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 shared use path on the western side of Ringwood Road to be resurfaced
- New crossings at the Ringwood Road/Spinneys Lane junction, with existing crossing points upgraded at the Church Road junction
- Four bus stop locations upgraded, which could include accessibility improvements, new shelters and real-time information
- More priority for cyclists and pedestrians at the junctions of Ringwood Road and adjoining roads
- Two alternative proposals for the cycling provision between Spinneys Lane and Victoria Road junctions:
  - Option A: a new two-way protected cycle track on the western side of Ringwood Road, with on-street parking removed on that side as a result. Parking would be maintained on the eastern side of the road
  - Option B: a new two-way protected cycle track on the eastern side of Ringwood Road, with on-street parking removed on that side as a result. Parking would be maintained on the western side of the road
- Two alternative proposals to upgrade the Victoria Road/New Road junction:
  - Option 1: the junction would be upgraded with new crossings installed, connected by new shared use paths
  - Option 2: the left-turn movements from New Road and Victoria Road onto Ringwood Road would be banned to make traffic flow more efficient as well as the junction be upgraded with new crossings and shared use paths



182 respondents



74 comments

The respondent breakdown was as follows:

A resident living in or immediately around one of the routes	102
A BCP Council resident	87
A Dorset Council resident	52
A visitor to the area	1
Someone who travels through the area for work, leisure or other	94
Someone who owns/runs a business in the area	15
Someone who works in the area	52
A member of a local group or organisation	10
Other	31

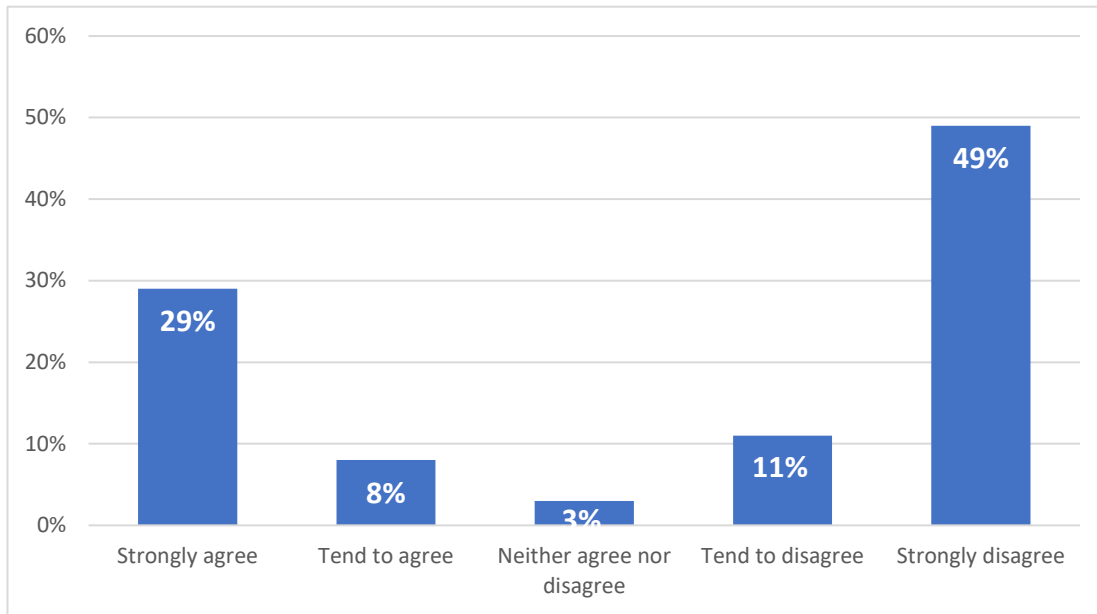
*Note: respondents were able to select more than one category*



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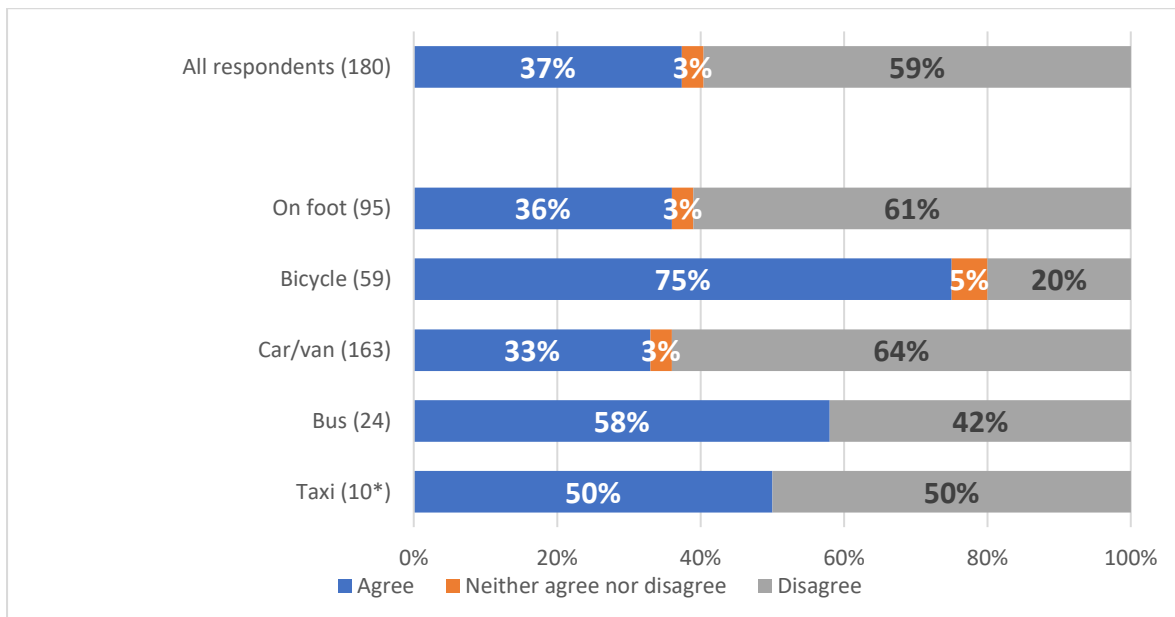
Figure 44 – Overall agreement/disagreement levels for Glenmoor Road – Victoria Road (% respondents)



Base: All respondents

Figure 45 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 45 – 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)

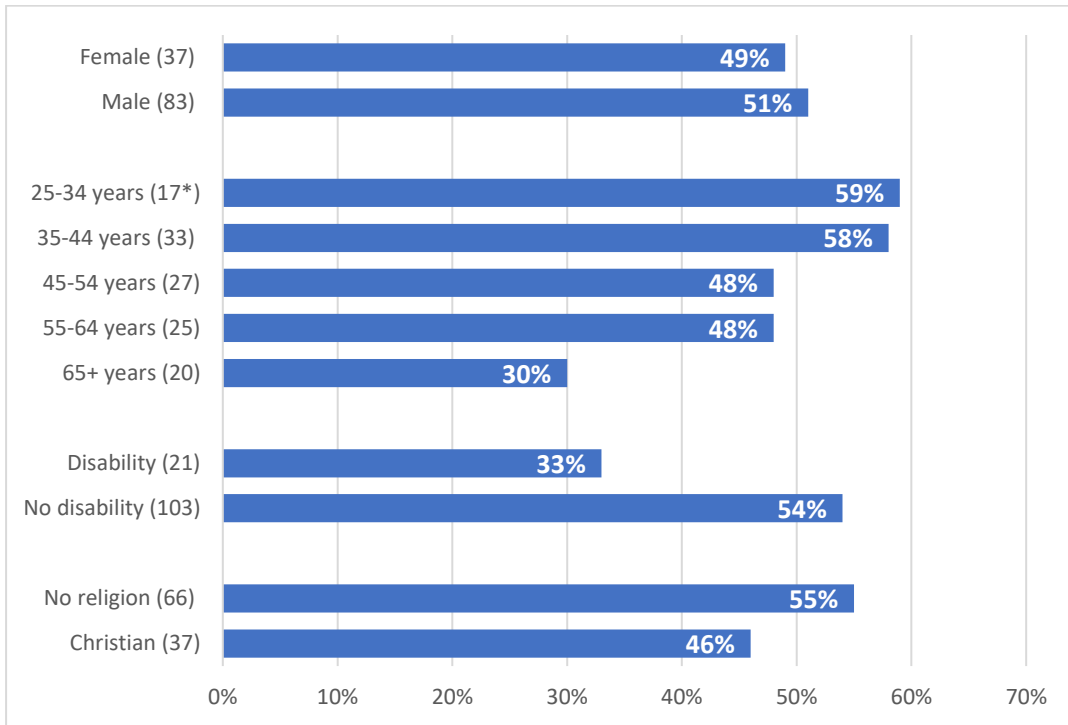


# Transforming Travel

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Figure 46 shows agreement levels by equalities groups. Ethnicity and sexual orientation have been included due to low bases. There were no significant differences between groups.

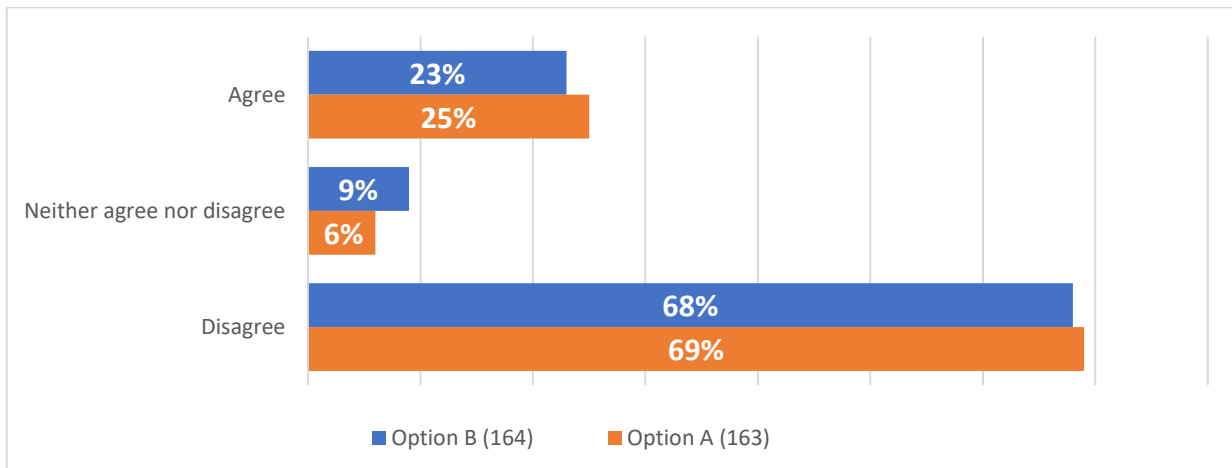
Figure 46 – Agreement levels by equalities groups (% respondents)



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

Respondents were asked to what extent they agreed or disagreed with option A and option B (as detailed in the introduction). Over two thirds of respondents (68% and 69%) disagreed with both options.

Figure 48 - Responses to Option A and B



Base: varied as shown

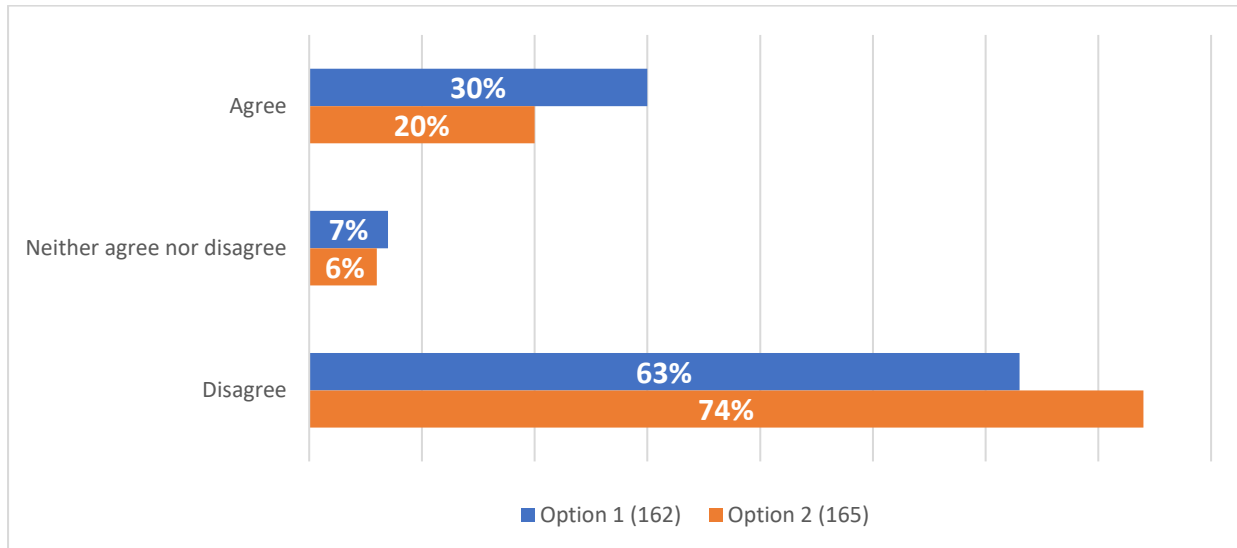
Respondents were also asked to what extent they agreed or disagreed with option 1 and option 2 (as detailed in the introduction). Just under two thirds of respondents (63%)



# Transforming Travel

disagreed with option 1 and nearly three quarters of respondents (74%) disagreed with option 2.

Figure 49 - Responses to Option 1 and 2



Base: varied as shown

Respondents were asked to explain why they agreed or disagreed with the proposed changes. Almost 75 respondents made a comment in relation to Glenmoor Road – Victoria Road. This included one written response. Figure 4 shows the themes of comments received. The most prevalent themes were negative impact on traffic/ road users, design comment/suggestion and general agreement. Example comments are shown below.

Figure 50 – Themes of comments

Theme	No. of comments
Negative impact on traffic/road users	17
Design comment/ suggestion	16
General agreement	15
General disagreement	12
Disagree with shared path	10
General cycle comment	8
Changes will improve safety	7
Environmental factors	7
Disagree with cycling changes	6
Public transport comment	6
Access issue	5
Agree with crossings	3
Disability/ Health Issue	2
Disagree with crossings	0

Base: 74 respondents



## Transforming Travel

### Negative impact on traffic/ road users

Comments here were mainly focused on how this route is already extremely congested and plans could make it worse.

“The traffic is slow enough through this area at the present time, restricting the space for cars would make it worse, in my opinion work needs to be done to the traffic light system in the area.”

“From my experience most cyclists won’t use the dedicated cycle lane but will carry on using the roads. Too much tax payers money wasted on schemes with very little reward. This will create major chaos for people commuting & on school runs. A complete waste of money! If Wallisdown is anything to go by then don’t bother.”

“The traffic is chaos in Bournemouth and Poole and adding cycle lanes will do nothing.”

“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. What is needed is a tram/rail transport to connect these areas.”

### Design comment/suggestion

“Church Road junction improvements are most welcome particularly with Toucan crossings being upgraded. However, drawing S5\_10.1 on Appendix E shows that a third Toucan crossing is shown on Ringwood Road Northbound, but is not shown in the proposal map. There is also no crossing or priority for pedestrians or cyclists on the Dudsbury Avenue side, as well as the paths on this side not being designated for shared use. Currently, Dudsbury Avenue is not easy for non-experienced cyclists as this is a fast moving road and the pavements are too narrow. An idea of creating a Low Traffic Neighbourhood at Dudsbury Avenue could make walking and cycling easier and prevent ratrunning. Clarification is needed on whether the speed limit will be reduced from 40 to 30mph through all of Ringwood Road. The refuge island by M&S should either be a Parallel or Toucan Crossing to make crossing safer for non-experienced cyclists.”

“This joint path needs to be widened, it is currently very congested at various times of the day, I have witnessed a number of close misses between pedestrians and cyclists.”

“I think that the two-way cycling provision would be better if on each side of the road, however, the two way path is eminently sensible as this will reduce conflict with cyclists heading in opposite directions. I also think this provision is good given that this part of the road is often very congested with traffic, so allowing cyclists some segregated infrastructure here is a good idea.”

“Has to be Option A but you need to convert the disused bank in Ferndown (next to the new Goadsby & Harding) into car parking to counteract the lost on street parking on the West side - if the parking just goes then the shops on the lost parking side will die. This also means that the cyclist stays on one side of Ringwood Road. Can we also improve the two bus stops by The Grove - in summer when a bus stops this totally blocks the traffic?”



## General agreement

- “This will provide a safer cycleway from Verwood to Poole which is a route in which we are particularly interested.”
- “This is a good commuter and leisure route.”
- “A very busy road, I would cycle more if there was a safer route.”

## Option A and B comments



82 comments

Respondents were asked to explain why they preferred a certain option. Just over 80 respondents made a comment in relation to options A and B. This included two written responses. Example comments are shown below.

Figure 51 - Themes of comments

Theme	No. of comments
Neither of the options	38
General cycling comment	16
Preference for Option A	13
Preference for Option B	12
Design comment/suggestion	11
Access Issue	5

Base: 82 respondents

## Neither of the options

Comments here were based around how the changes would impact the motor traffic in an already congested area and also how it would be unhelpful to remove the on-street parking.

- “Removing parking will severely affect the businesses and there is limited parking for this area of Ferndown. The parking on both sides of the road is well used.”
- “The loss of parking is unacceptable, particularly for those who are disabled as it cuts those shops off from them, including the late night pharmacy.”
- “Neither option is providing good quality cycling provision. Should be protected dedicated space that is not muddled with pedestrians, ideally both sides with flow.”
- “Current traffic flow is already very high during morning and evening rush hour. Plus during emergencies it is very difficult for the emergency vehicles to pass through the newly created traffic flow.”



**Preference for Option A**



“Option A is my preferred choice as having a two-way cycle track on the western side makes it easier to access local cycle businesses and the shared path outside St Mary's Church.”



“More room on the Western Side (bike shops and Chemist side) to build the shared cycle lane.”



“Option A is less damaging.”

**Preference for Option B**



“Although I prefer one way cycle tracks in general, people don't want to keep switching sides and crossing the road so option B would keep the track continuous.”



“It would be logical to be on the side of the road with more flats rather than shops.”

**Option 1 and 2 comments**



72 comments

Respondents were asked to explain why they preferred a certain option. Just over 70 respondents made a comment in relation to options 1 and 2. This included three written responses. Example comments are shown below.

*Figure 52 - Theme of comments*

Theme	No. of comments
Neither options	34
Preference for Option 1	16
Do not remove left turn	16
Design comment/ suggestion	10
General cycling comment	8
Preference for Option 2	6

*Base: 72 respondents*

**Neither options**

Comments made here were generally of the view that both proposals would be detrimental to motor traffic.



“The ‘no left turn’ option would make Ferndown into a ‘drive through’ area making local journeys very difficult. Traffic coming through Parley would have to used Glenmoor Road (past School) or Dudsbury Avenue to access the car park by Tesco’s. Neither or these roads are designed for major traffic. Glenmoor Road is very difficult to turn right to reach Ferndown.”





## Transforming Travel



“Neither option A or B is any good for pedestrians or people on bikes. The no left turn has implications elsewhere in Ferndown, as people will tend to rat-run. Would need to understand the knock-on impacts.”



“Option 2 has to be a joke, so the traffic turning left will magically disappear and won't clog other roads! Shared paths don't work for cyclists.”

### Preference for Option 1



“Option 1 is the best option to use as using option 2 you risk making the surrounding residential roads into rat runs.”



“Maintains traffic flow for all concerned.”



“This will provide a safer cycleway from Verwood to Poole.”

### Do no remove left turn



“Option 1 presents great improvements for walking and cycling. Option 2 has the same benefits of Option 1, but I don't know about banning of left turns on Victoria and New Roads. However, it could become problematic for the 38 Morebus service as it uses the left turn from Victoria Road to go onto Ringwood Road.”



“Banning left turns into Ringwood Road from New Road would increase traffic on Dudsbury Avenue.”



“Unsure of the efficiency of removing the left-turn movements. An overhaul of the junction, planned with efficiency 'built-in' from the start would be better.”



“Removal of the left hand turn from Victoria Road into Ringwood Road towards Tricketts – where will the traffic go? Removal of the left hand turn from New Road into Ringwood Road towards Church Road – This will push extra traffic down Dudsbury Road and Avenue Glenmoor which is already a busy rat run for cars.”



## Transforming Travel

### Victoria Road - Trickett's Cross Roundabout

This section details feedback received on the Victoria Road – Trickett's Cross 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:

- Two alternative proposals for the cycling provision between Victoria Road junction and Turbary Road Roundabout:
  - Option A: a new one-way protected cycle track on both sides of Ringwood Road, with access to/from properties maintained. This would only be taken forward with the Option A proposal for the Glenmoor Road - Victoria Road section
  - Option B: a new two-way protected cycle track on the eastern side of Ringwood Road, with access to/from properties maintained. This would only be taken forward with the Option B proposal for the Glenmoor Road - Victoria Road section
- The existing central hatching, including central islands and right-turn lanes, removed along the length of Ringwood Road to provide space for the cycle track
- Two bus stop locations upgraded along the route, which could include accessibility improvements, new shelters and real-time information
- More priority for cyclists and pedestrians at the junctions of Ringwood Road and adjoining roads
- A new toucan crossing near Golf Links Road and a new parallel crossing over Turbary Road
- Golf Links Road junction revised, encouraging slower vehicle speeds and improving safety when crossing
- Improvements to Turbary Roundabout, including wider, shared use paths, accessibility improvements, and wider islands to make crossing safer

New shared use paths on both sides of the road between Turbary Roundabout and Trickett's Cross Roundabout, with a new controlled crossing point installed.



185 respondents



87 comments

The respondent breakdown was as follows:

A resident living in or immediately around one of the routes	106
A BCP Council resident	86
A Dorset Council resident	53
A visitor to the area	2
Someone who travels through the area for work, leisure or other	93
Someone who owns/runs a business in the area	16
Someone who works in the area	48
A member of a local group or organisation	9
Other	31

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

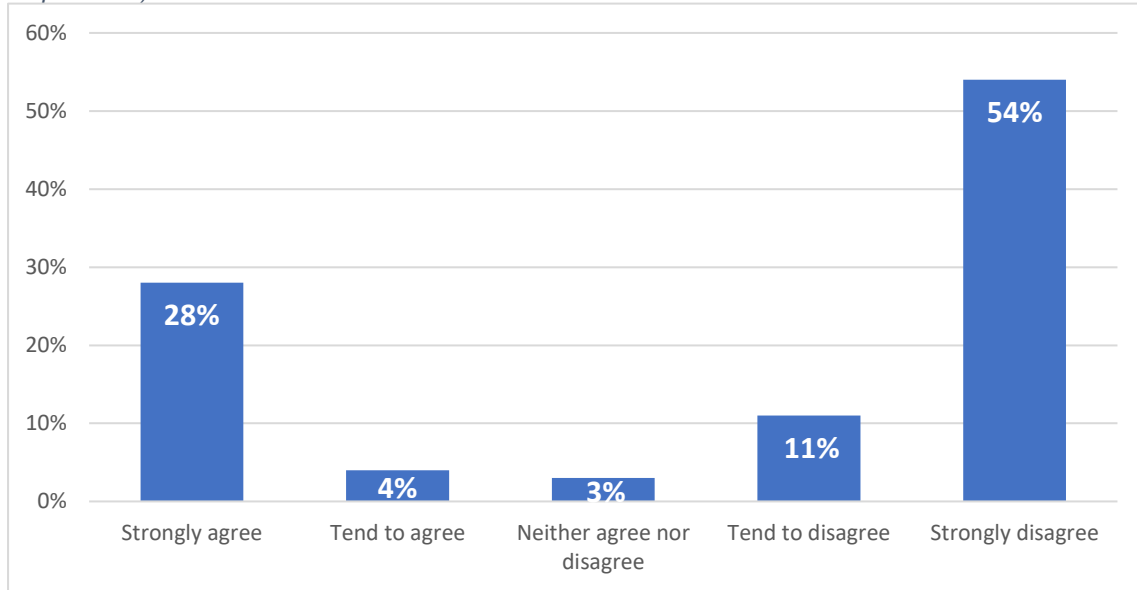


# Transforming Travel

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Over one quarter of respondents (28%) strongly agreed with the proposals, whereas over half of respondents (54%) strongly disagreed with the proposals.

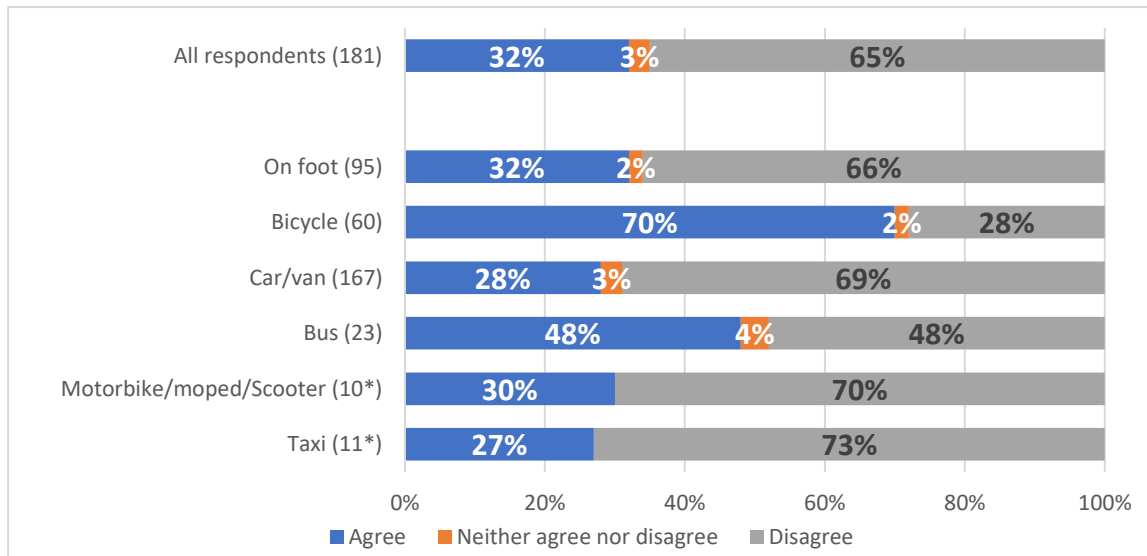
Figure 53 – Overall agreement/disagreement levels for Victoria Road – Trickett's Cross Roundabout (% respondents)



Base: All respondents

Figure 54 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 and taxi are least likely to agree.

Figure 54 – Agreement/disagreement levels by mode of travel (% respondents)

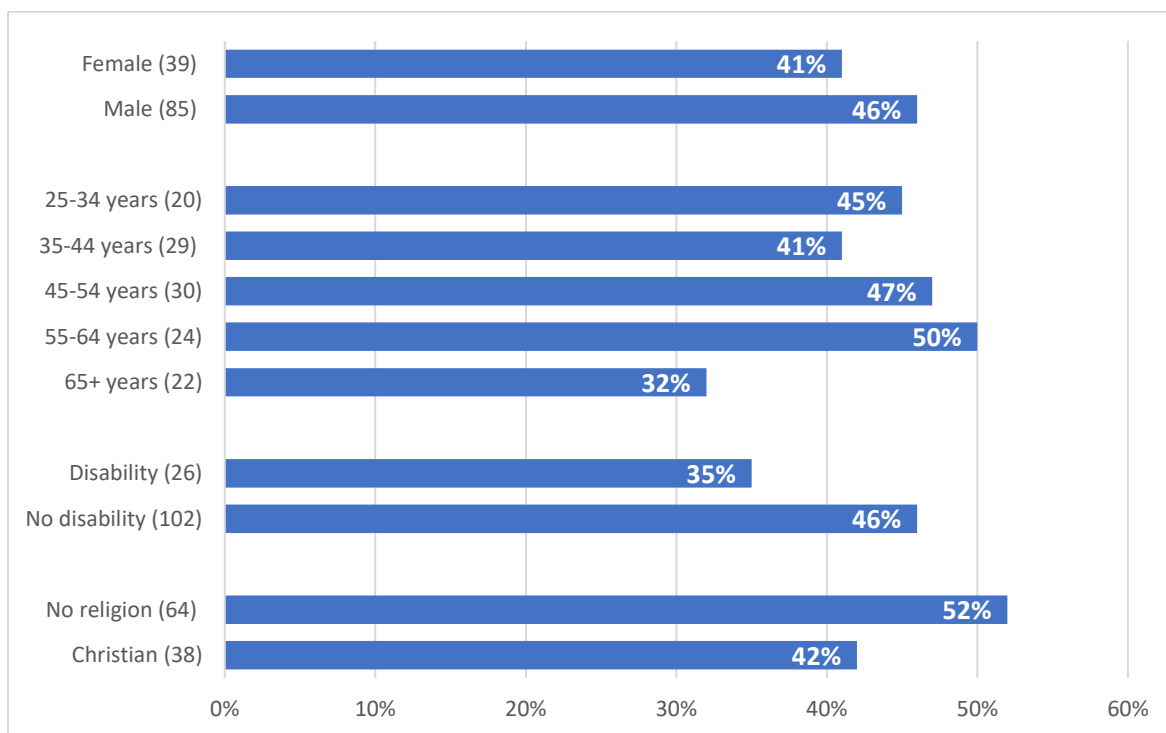


Base: Variable as shown (\* denotes low base. Excludes modes of transport with a base of less than 10)



Figure 55 shows agreement levels by equalities groups. Ethnicity and sexual orientation have been included due to low bases. There were no significant differences between groups.

Figure 55 – Agreement levels by equalities groups (% respondents)



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

Respondents were asked to explain why they agreed or disagreed with the proposed changes. Nearly 90 respondents made a comment in relation to Victoria Road – Trickett's Cross Roundabout. This included three written responses. Figure 56 shows the themes of comments received. The most prevalent themes were negative impact on traffic/road users, design comment/suggestion and general agreement. Example comments are shown below.

Figure 56 – Themes of comments

Theme	No. of comments
Negative impact on traffic/road users	22
Design comment/ suggestion	18
General agreement	16
General disagreement	14
disagree with cycle lane	13
Disagree with shared path	10
Agree with option A	8
Access issue	6
Agree with option B	5
Don't remove turn lanes	4
Changes will improve safety	4
Environmental factors	4
Agree with crossings	3



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Agree with cycle lane	3
Public transport comment	3
General cycle comment	2
Disability/ Health Issue	2
disagree to speed limit	2
Agree to speed limit	1

Base: 87 respondents

## Negative impact on traffic/road users

Comments here were largely based around the negative effects for motorists, especially in a congested area.

- “Current traffic flow is already very high during morning and evening rush hour. Plus during emergencies, it is very difficult for the emergency vehicles to pass through the newly created traffic flow.”
- “The removal of filter lanes and right turn lanes will cause traffic build up and congestion.”
- “Car transport needs consideration at these points.”

## Design comment/suggestion

- “Where a shared path is the only practical option, please use different colored 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 into the cycle lane (and I'm sure the reverse is more likely as well).”
- “Central cross-hatching is unhelpful, good to see it going, this road is quite wide. Disagree with turning it back to pavement at the top. Strong preference for single direction track on both sides of the road (B).”
- “Needs to extend past Tricketts up to include st Ives and st Leonard's there especially needs to be a cycle path from Avon Heath over the foot bridge, at the moment you have to go through Avon heath to get to the primary school, this is impossible most of the year because it gets sooo muddy. Needs to be a safe cycle route linking up the whole of the st Ives catchment area. We are part of Dorset too, doesn't end in Ferndown.”

## General agreement

- “Long overdue. Used too much as a cut through for HGV's and other traffic to Poole rather than the signed routes. We have children who commute to school along this road and they are forced to cycle on the pavement as the road is just too dangerous.”
- “I always struggled to cross while cycling there, this options would be lovely.”



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“Improved safety for pedestrians and cyclists along this busy route.”



“The proposed changes are good and would significantly improve cycle links along this road. Option A seems the best option and I believe this would result in the minimal conflict between cyclists and other road users having to crossroads etc.”



## Trickett’s Cross Roundabout – West Moors Road

This section details feedback received on the Trickett’s Cross Roundabout – West Moors 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:

- A new toucan crossing on Wimborne Road East near Trickett’s Cross Roundabout
- A new two-way protected cycle track on the north side of the road between Trickett’s Cross Roundabout and West Moors Road
- More priority for cyclists and pedestrians at the junctions of Wimborne Road East and adjoining roads on the north side
- Six bus stop locations upgraded along the route, which could include accessibility improvements, new shelters and real-time information.
- Accessibility improvements, including dropped kerbs and tactile paving, at the junctions of Wimborne Road East and adjoining roads on the south side.
- Improvements at the West Moors Road junction, including upgraded crossing points on all arms and a shared use path on the northern side
- New signage on Monkton Close, promoting the quiet route towards Ferndown town centre



179 respondents



67 comments

The respondent breakdown was as follows:

A resident living in or immediately around one of the routes	99
A BCP Council resident	85
A Dorset Council resident	50
A visitor to the area	2
Someone who travels through the area for work, leisure or other	91
Someone who owns/runs a business in the area	16
Someone who works in the area	47
A member of a local group or organisation	6
Other	30

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

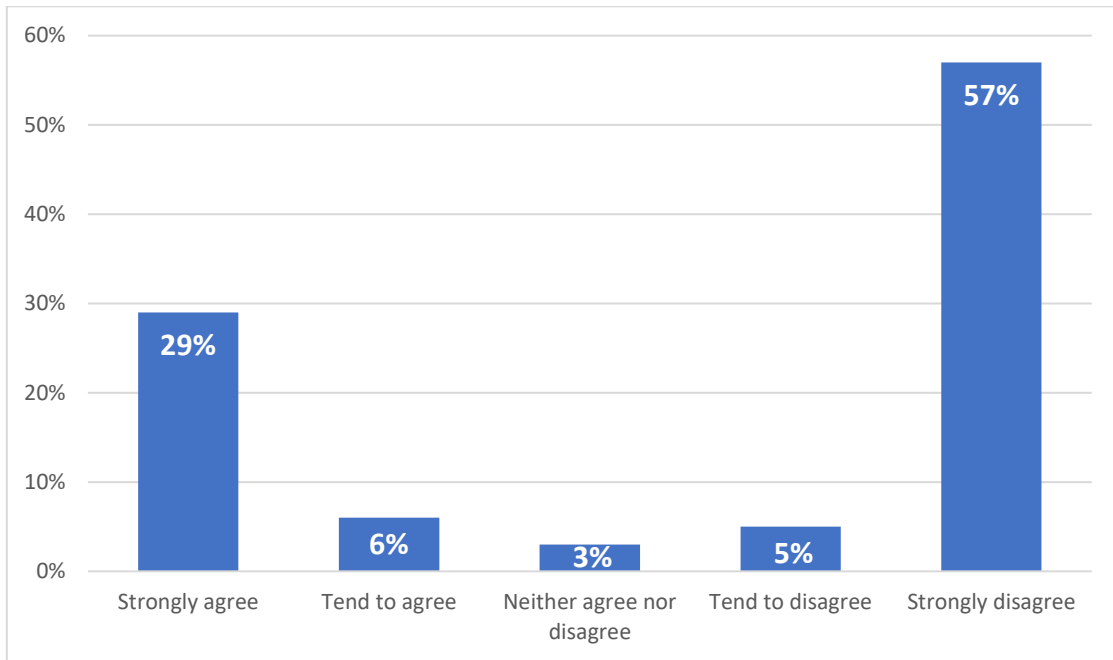


# Transforming Travel

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Almost three in ten respondents (29%) strongly agreed with proposals, whereas nearly three fifths of respondents (57%) strongly disagreed with the proposals.

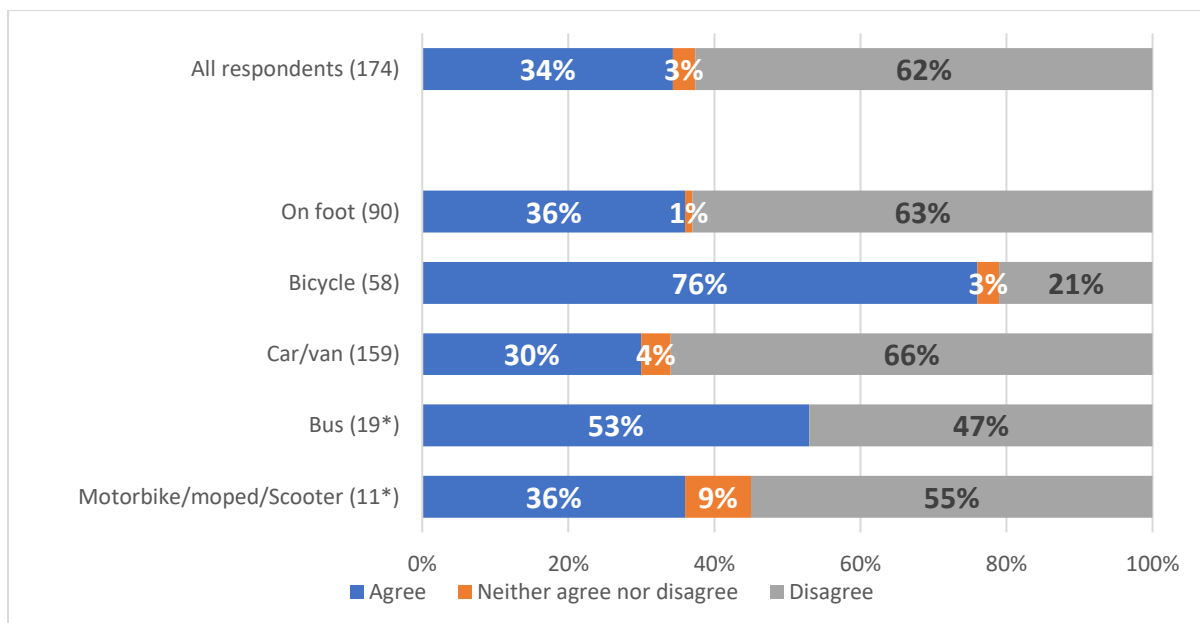
Figure 57 – Overall agreement/disagreement levels for Trickett’s Cross Roundabout – West Moors Road (% respondents)



Base: All respondents

Figure 58 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 58 – 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)

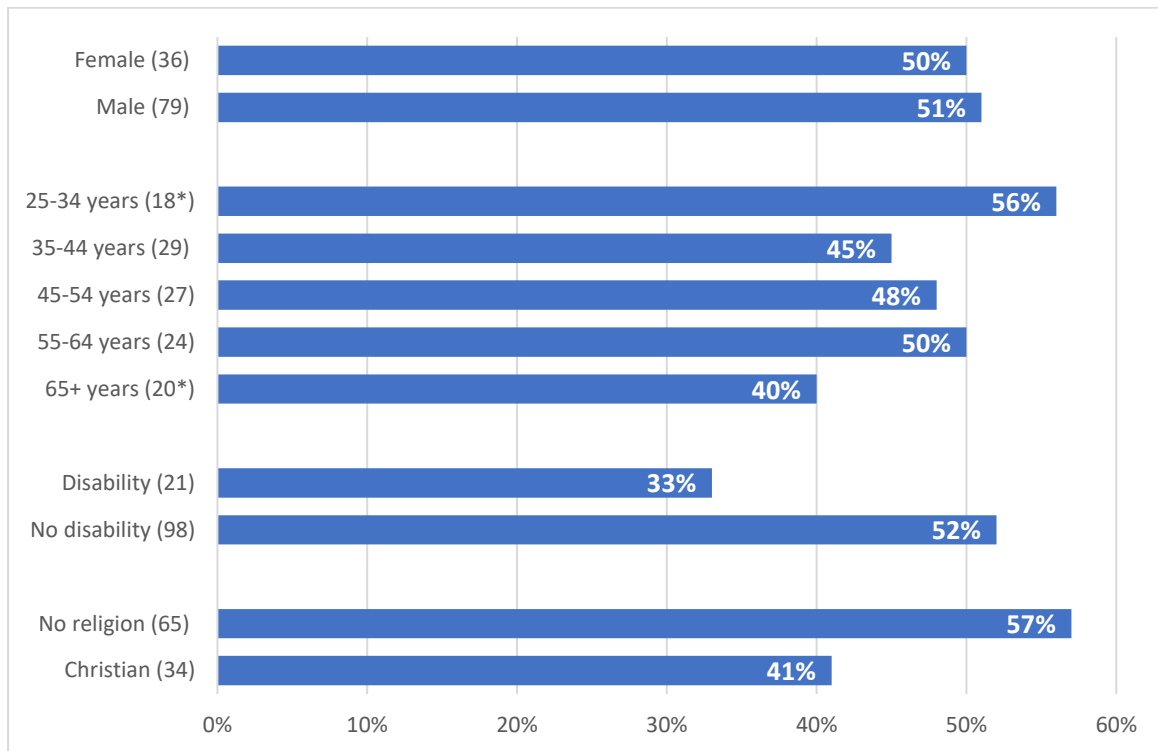




# Transforming Travel

Figure 59 shows agreement levels by equalities groups. Ethnicity and sexual orientation have been included due to low bases. There were no significant differences between groups.

Figure 59 – Agreement levels by equalities groups (% respondents)



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

Respondents were asked to explain why they agreed or disagreed with the proposed changes. Just under 70 respondents made a comment in relation to Trickett’s Cross Roundabout – West Moors Road including one additional written response. Figure 60 shows the themes of comments received. The most prevalent themes were negative impact on traffic/road users, design comment/ suggestion and general agreement. Example comments are shown below.

Figure 60 – Themes of comments

Theme	No. of comments
Negative impact on traffic/road users	19
Design comment/ suggestion	17
General agreement	17
Disagree with cycle lane	13
General cycle comment	8
General disagreement	7
Public transport comment	7
Disagree with shared path	6
Access issue	6
Changes will improve safety	5
Environmental factors	4
Disability/ Health Issue	4



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Agree with cycle lane	1
Agree with crossings	1

Base: 67 respondents

## Negative impact on traffic/ road users

Comments here were largely based around how the proposed changes would make congestion worse.



“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. What is needed is a tram/rail transport to connect these areas.”



“The problem in this whole area is the volume of vehicle traffic. Especially during weekends and holidays. It is becoming impossible to go out anywhere without wasting at least twice the travel time needed for your journey.”



“Cyclists should not have priority over motorists and a cycle lane will hardly get used, the roads need upgrading for car users. Most people in Ferndown and West Moors are elderly and they won’t cycle. Being a wheelchair user, I rely on my own vehicle to get around like a lot of people, the roads need upgrading for car users, the congestion is ridiculous.”

## Design comment/ suggestion



“Not keen on half pavement one side provision, too easy for vehicles to block it, leaving cyclists very vulnerable, or for motorists leaving drives/side-roads to only look one way and collision to ensue. So would prefer on both sides. If it has to be one-side, South would probably be better given school further along. Crossing of main links (West Moors or Victoria Road) need to be at the junction, and not set back on a dog leg.”



“As a cyclist, I welcome the proposed changes in general. However, there is a common general issue around the hedges that grow along the sides of the existing footpaths, not just on this section of road, but in a great many other locations too. Living in Woodland Walk, it is already a challenge to safely exit the road onto Wimborne Road, due to significantly overgrown laurel hedging to the left and right of the entrance along the footpath edge. Historically these never get cut back to the existing footpath edge (or ideally) just inside it. If the council wishes for a good uptake of the new footpath and cycleway, it really must ensure the hedges are cut back, made safe and maintained on an annual basis. This is for two reasons: 1 so that there is a very clear line of sight when exiting Woodland Walk (and all the other roads that are impacted along this stretch) to ensure safety of the increased pedestrian and cycle traffic 2 the hedges, once cut back beyond the path edge, are cut back in such a way as to not leave branch ends exposed that could result in harm to pedestrians and cyclists.”

## General agreement



“I think these proposals are all very good as this route can be extremely busy and lacks good active travel provision.”



## Transforming Travel

“Good options to promote cycle use and ensure safety for cyclists and pedestrians. Currently Monkton Close is used as a cut through for cars seeking to avoid the West Moors and Victoria Road traffic lights so whilst this is quieter option for cyclists than the main road, I wonder if more could be done to ring fence it as a 'safe' route for cyclists.”

“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 improvements help 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.”

“This is a wide road so pedestrian crossing would be an improvement.”



## Transforming Travel

### West Moors Road – Cobham Road

This section details feedback received on the West Moors Road – Cobham 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:

- A new shared use path on the north side of Wimborne Road East, between West Moors Road and the United Reformed Church
- Queens Road/Victoria Road junction upgraded with new crossings
- A new two-way protected cycle track on the north side of the road, between Pinewood Road and Cobham Road
- Eight bus stop locations upgraded along the route, which could include accessibility improvements, new shelters and real-time information
- Footway at Ameysford Road/Church Road junction widened to provide a new shared path and improved crossing points
- A new shared path on the south side of the road, between Church Road and access into Ferndown Upper School
- More priority for cyclists and pedestrians across the junction of Wimborne Road East and Stanfield Road
- The existing toucan crossing upgraded near Ferndown Upper School
- Improved shared path linking into Coppice Avenue
- Two alternative proposals for the improvements to the Cobham Road/Wimborne Road West junction:
  - Option A: narrower lanes and junction layout adjusted to accommodate safe cycling and walking provision on the north side of the road
  - Option B: ahead and left-turn movements combined into one lane on Wimborne Road West for eastbound traffic, to accommodate safe cycling and walking provision on the north side of the road. All vehicle movements at the junction would remain possible for both options



174 respondents



70 comments

The respondent breakdown was as follows:

A resident living in or immediately around one of the routes	93
A BCP Council resident	84
A Dorset Council resident	46
A visitor to the area	1
Someone who travels through the area for work, leisure or other	86
Someone who owns/runs a business in the area	12
Someone who works in the area	40
A member of a local group or organisation	9
Other	29

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

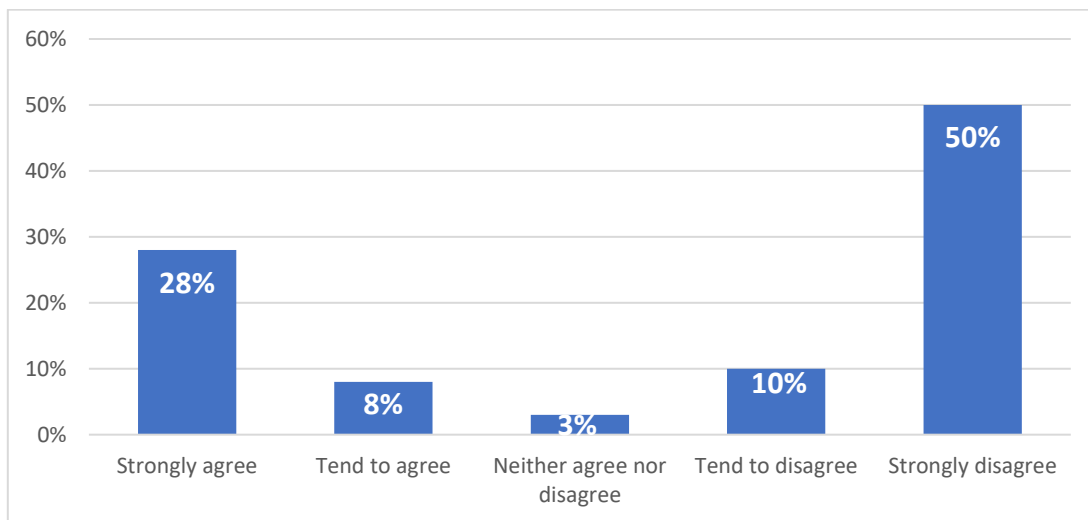


# Transforming Travel

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Over a quarter of respondents (28%) strongly agreed with the proposals; whereas half of respondents (50%) strongly disagreed with proposals.

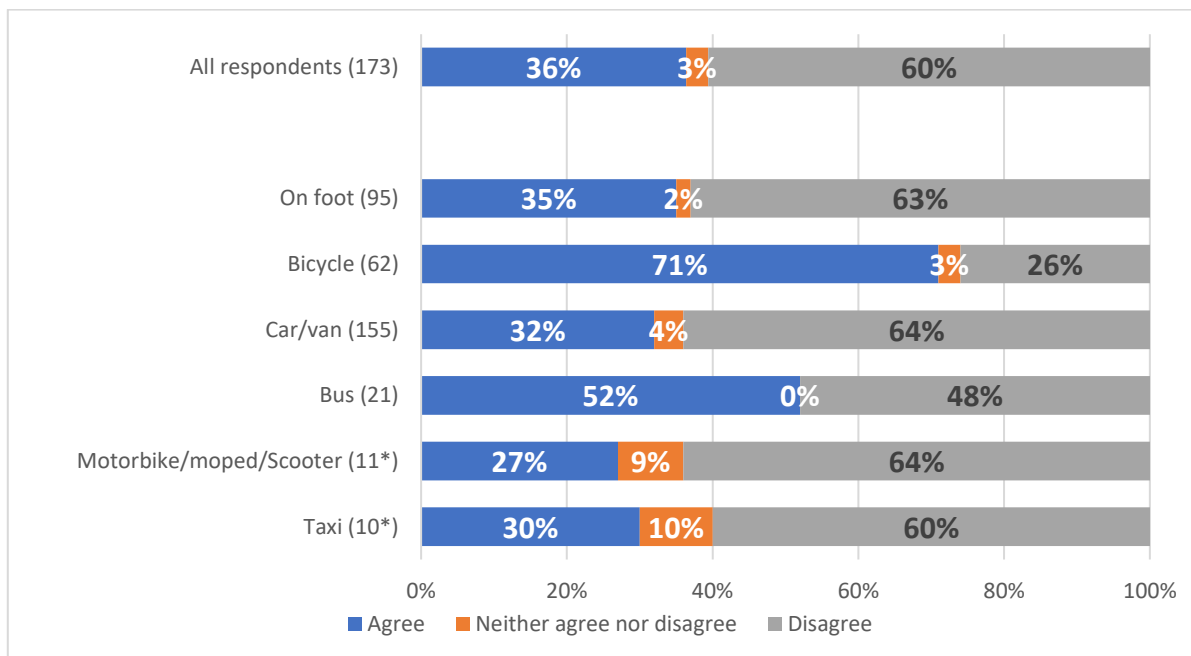
Figure 66 – Overall agreement/disagreement levels for West Moors Road – Cobham Road (% respondents)



Base: All respondents

Figure 62 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.

Figure 62 – Agreement/disagreement levels by mode of travel (% respondents)



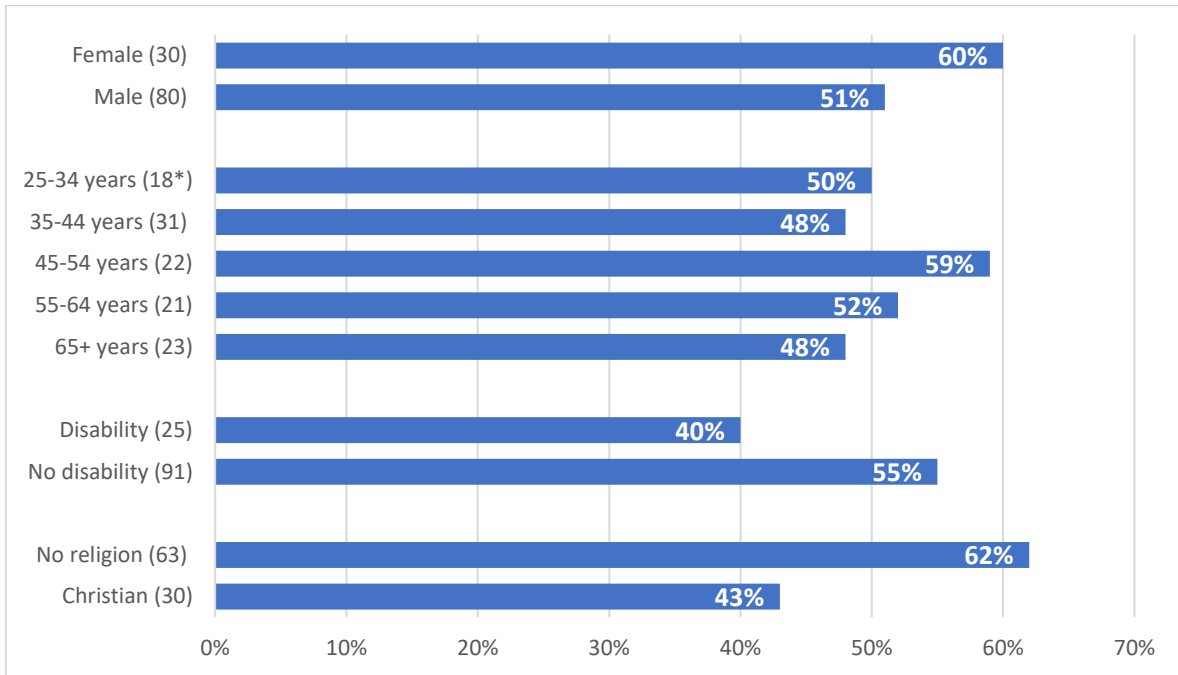
Base: Variable as shown (\* denotes low base. Excludes modes of transport with a base of less than 10)

Figure 63 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.



# Transforming Travel

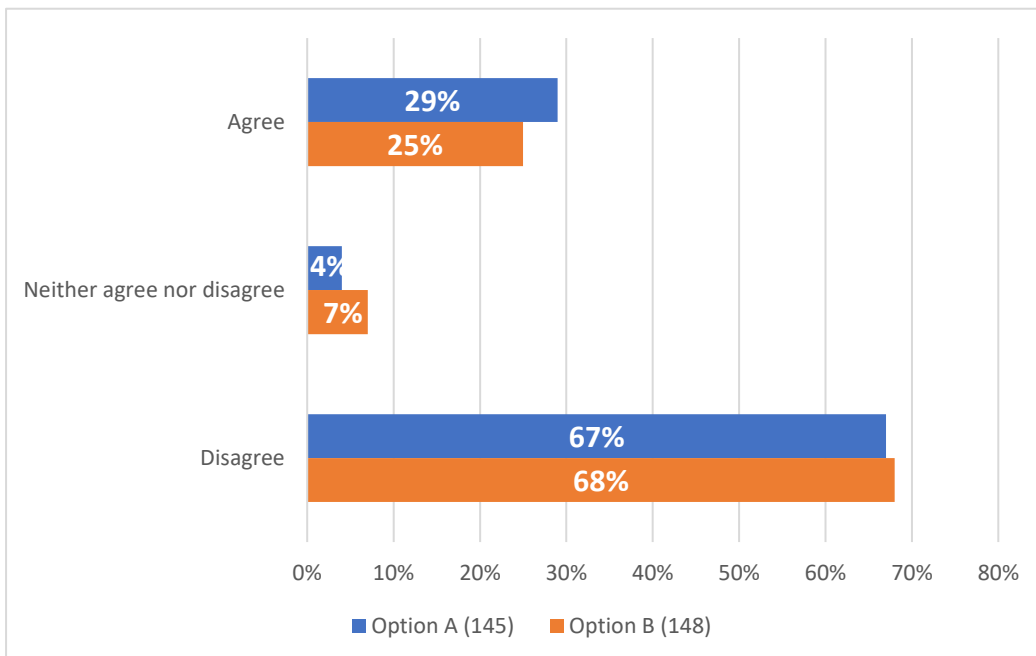
Figure 63 – Agreement levels by equalities groups (% respondents)



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

Respondents were asked to what extent they agreed or disagreed with option A and option B (as detailed in the introduction). Over two thirds of respondents (67% and 68%) disagreed with both options.

Figure 64 - Responses to Option A and B



Base: varied as shown



## Transforming Travel

Respondents were asked to explain why they agreed or disagreed with the proposed changes. 70 respondents made a comment in relation to West Moors Road – Cobham Road. This included one written response. Figure 5 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. Example comments are shown below.

Figure 65 – Themes of comments

Theme	No. of comments
Negative impact on traffic/road users	20
Design comment/ suggestion	17
Disagree with cycle lane	14
Disagree with shared paths	12
General agreement	10
General disagreement	6
Disability/ Health Issue	5
Access issue	5
Agree with cycle lane	4
Public transport comment	4
Agree with crossings	2
Changes will improve safety	2
General cycle comment	1
Environmental factors	1

Base: 70 respondents

### Negative impact on traffic/road users

The majority of comments here were focused on the fact that the changes would have a negative impact on congestion.



“The section of road between West Moors Road and Victoria Road currently has provision for a filter into West Moors Road. If the widened pavement reduces the carrying capacity of the road, we will be faced with queuing traffic and even more pollution. What studies have been carried out to assess stacking, blocking back of junctions - which already occurs - and general road capacity? Car transporters regularly occupy one lane outside the Kia garage on a daily basis. With a reduced ability to move between the two junctions there will need to be a total unloading ban on that section of road - and for it to be enforced!”



“The majority of residents in Ferndown are elderly and don’t cycle. What we need is for the A31 to be upgraded to dual carriageway to the Marley roundabout and heavy traffic to enter the industrial estate only from the A31.”







“The traffic lights at the West Moors junction already frequently back up at all times of the day. This has happened since the more recent ‘improvements’ were made. The cycle lane is very rarely used. Previously, there were 2 lanes- one for traffic going straight on towards the Victoria Road traffic lights, and the other lane turning right towards West Moors. Any further narrowing of the road would cause further long delays.






## Transforming Travel

Wimborne Road East is a main route through Ferndown towards Dorchester and the West Country. Many motorists favour it over the bypass because that is always backed up with very long queues. It is frequently very busy, especially on Fridays.”

### Design comment/ suggestion

-  “Proper crossings for all the school children on church Road needed as well as 20mph limit on church Road and then speed cameras too.”
-  “Need clarity of priority over sideroads, enforced by raised platforms and Tiger crossings.”
-  “Cyclists do not use the shared pavement and there is an easier route to Ferndown town centre by using the clue way over king George playing fields.”
-  “Please extend route to West Moors.”

### Disagree with cycle lane

-  “Bikes will still use the road rather than cycle path.”
-  “I do not agree with cycle paths to be used by adult cyclists as they are quite capable of using the road and indeed mainly travel at road speed.”
-  “Initially I thought it was a great idea but having seen the situation on Wimborne road east and discovering that keen cyclists are not obliged to use the cycle ways I am now strongly against any more cycle ways, as the roads will become too narrow to safely drive past cyclists who are using the road and will thus cause significant congestion.”

### Option A and B comments



66 comments

Respondents were asked to explain why they preferred a certain option. Nearly 70 respondents made a comment in relation to options A and B, including Ferndown Town Council. This included one written response. Example comments are shown below.

Figure 66 - Themes of comments

Theme	No. of comments
Negative impact on traffic	20
Neither options	14
General cycling comment	11
Option A is preferable	11
Option B is preferable	9
Design comment/suggestion	7
Access Issue	3
Don't remove left turn	2

Base: 66 respondents



### Negative impact on traffic

- “Option A will cause problems for HGV's. Option B will cause traffic jams, stationary traffic with engines running and hence more pollution.”
- “Both options cause more congestion for road users when it's already bad in the area, leave the road alone. Narrow lanes cause more congestion if cyclists don't use the cycle lane, and many don't.”

### Option A is preferable

- Option A is by far my preferred option. There is plenty of space north of the Cobham Road junction to install a shared use path AND maintain a filter lane right onto Award Road. Approaching the junction from the south, the left turn lane should be maintained. During busy times, this lane has considerable use. Pushing that traffic into one lane will create longer queues, especially when the section between Wimborne Road West and the first set of traffic lights on Cobham Road (Nimrod Way / Vulcan Way) is already busy. Traffic will then back up onto Wimborne Road West, causing delays to drivers wishing to continue on this road.
- “Option B might create a bottleneck/tailback of traffic whereas currently it can split into east bound and onwards traffic, thereby lessening queues.”
- “The eastbound traffic is far worse on this junction, especially in rush hour, and if you remove the left-hand filter lane to the industrial estate, you are only going to worsen the problem.”

### Option B is preferable

- “Lane narrowing would not be wise at a junction for an industrial estate, and I think that would be dangerous considering a lot of the traffic is HGV. I think option B would be better, as long as there is PLENTY of turning room for HGV vehicles.”
- “If you made each direction on Wimborne Road East have its Green light ONLY in turn then this would work. Otherwise, traffic waiting to turn into Church Road would hold up traffic waiting for oncoming traffic.”
- “Difficult to choose without more detail, slight preference for B, but possibly depends on how traffic is regulated which is coming westbound and wants to turn right into Cobham Rd.”
- “Option b doesn't compromise the road width for emergency services and large vehicles.”



# Transforming Travel

## Cobham Road – Canford Bottom Roundabout

This section details feedback received on the Cobham Road – Canford Bottom 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:

- The existing footway on the north side of Wimborne Road East converted to a new shared path between Cobham Road and Canford Bottom Roundabout
- New signalised crossing point at Stapehill Road and revised junction layouts where Stapehill Road and Uddens Drive meet Wimborne Road East, giving more space to those walking and cycling
- Six bus stop locations upgraded along the route, which could include accessibility improvements, new shelters and real-time information

The improvements would connect to Castleman Trailway route and the existing facilities around Canford Bottom Roundabout.



215 respondents



93 comments

The respondent breakdown was as follows:

A resident living in or immediately around one of the routes	132
A BCP Council resident	104
A Dorset Council resident	62
A visitor to the area	3
Someone who travels through the area for work, leisure or other	125
Someone who owns/runs a business in the area	27
Someone who works in the area	63
A member of a local group or organisation	10
Other	31

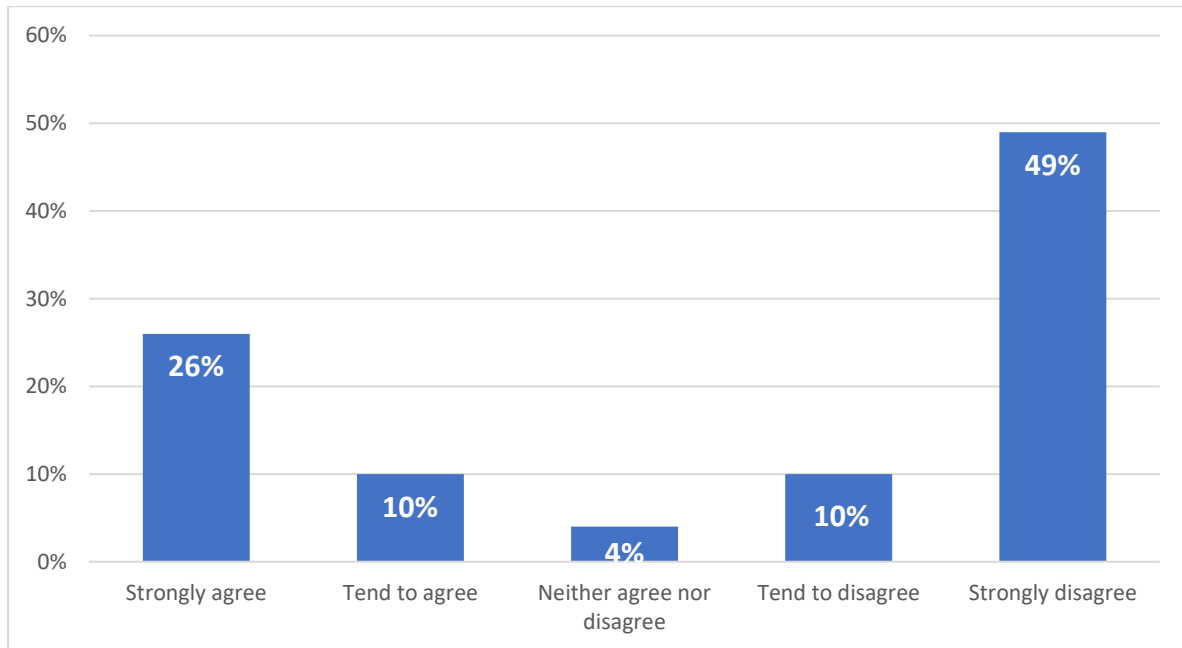
Note: respondents were able to select more than one category.



# Transforming Travel

Over one quarter of respondents (26%) strongly agreed with the proposals; whereas nearly half of respondents (49%) strongly disagreed with the proposals.

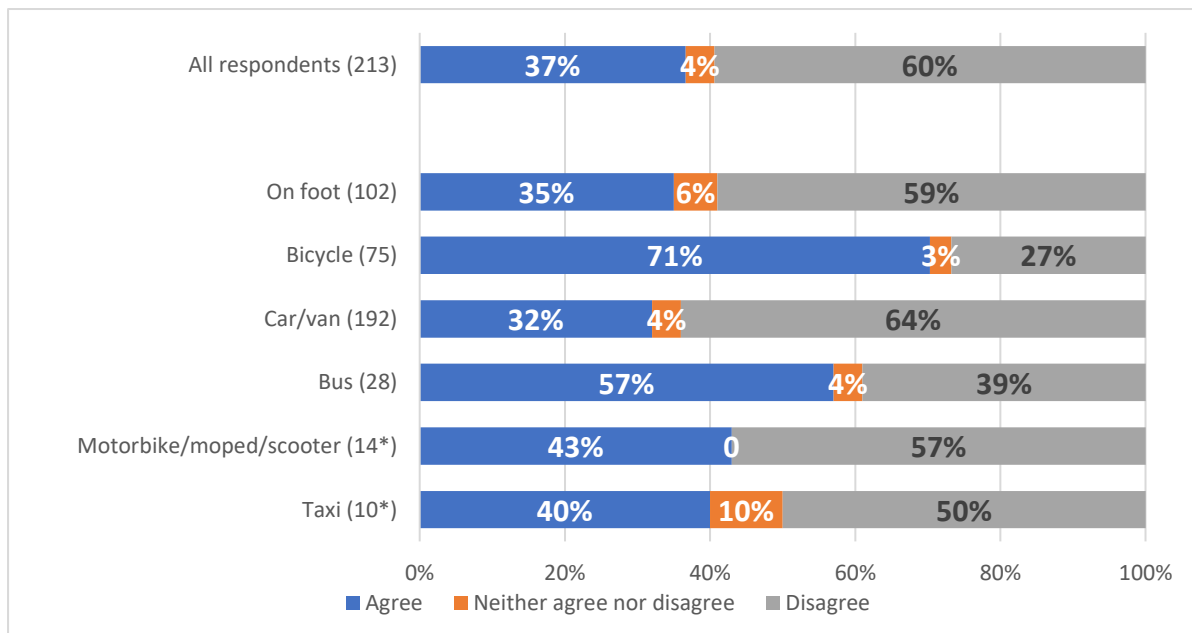
Figure 67 – Overall agreement/disagreement levels for Cobham Road – Canford Bottom Roundabout (% respondents)



Base: All respondents

Figure 68 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 68 – Agreement/disagreement levels by mode of travel (% respondents)



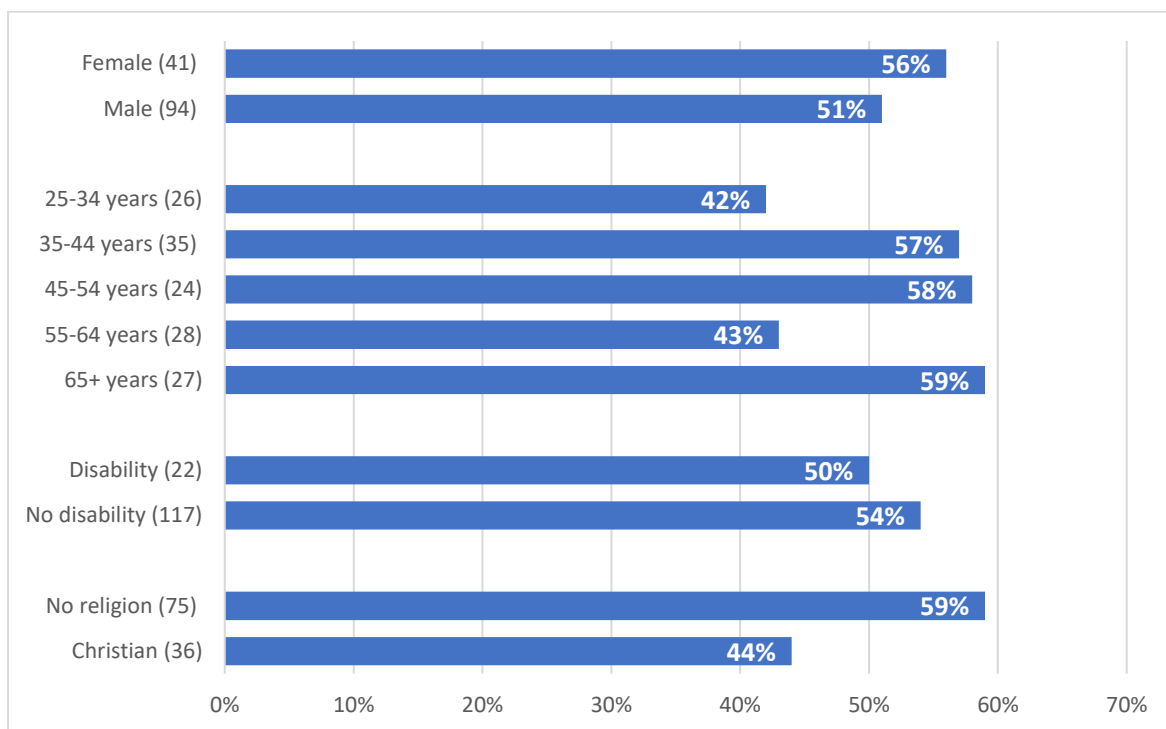
Base: Variable as shown (\* denotes low base. Excludes modes of transport with a base of less than 10)



# Transforming Travel

Figure 69 shows agreement levels by equalities groups. Ethnicity and sexual orientation have not been included due to low bases.

Figure 69 – Agreement levels by equalities groups (% respondents)



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

Respondents were asked to explain why they agreed or disagreed with the proposed changes. Just under 100 respondents made a comment in relation to Cobham Road – Canford Bottom Roundabout. This included one written comment. Figure 70 shows the themes of comments received. The most prevalent themes were design comment/suggestion, general agreement and negative impact on traffic/road users. Example comments are shown below.

Figure 70 – Themes of comments

Theme	No. of comments
Design comment/ suggestion	32
General agreement	21
Negative impact on traffic/road users	21
Disagree with shared paths	12
General cycle comment	12
General disagreement	8
Changes will improve safety	8
Environmental factors	6
Public transport comment	6
Access issue	5
Disability/ Health Issue	2

Base: 93 respondents



## Transforming Travel

### Design comment/suggestion

Comments received were generally based around the shared path that is suggested, maintenance of the path and options that could be considered on Stapehill Road.

“I cycle this route daily. The proposed cycle route is fantastic however between Cobham Road and Canford Bottom Roundabout only a shared path is proposed. Land can be taken from the verge on the south side of Wimborne Road West between Cobham Road and Stapehill Road to shift the road south making room on the north side for a 2 way cycle lane. In some places vegetation can be cut down to increase width.”

“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).”

“...1) by reducing the speed limit on Stapehill Road to say 30 mph would give everyone more time to react to potential dangerous situations and conflicts between vehicles and cyclists/horse riders/pedestrians. You certainly do not need a dedicated cycleway. 2. Installing a simple compacted gravel style path of about 1 meter in width for most of the length of the road which would also help get pedestrians off the road - which as you may know is only just wide enough to allow two opposing vehicles to pass. Lowering the speed limit would also be safer for driver on driver conflict. You only have to look at the compacted path in St Georges fields in Ferndown to see how simple and easy this could be. I am currently aware that a good proportion of the road would easily lend itself to such a path and where there is no suitable verge, then I am sure the local landowners would not be too adverse to have a footpath along the border of their land with the road...”

“...1) Construct a simple compacted pathway (not a pavement) along the key stretches of Stapehill Road to provide a safe environment for pedestrians while maintaining the rural nature of the road. Note: Along the vast proportion of the road there is sufficient land within the highway boundary to construct such a pathway which is set back from the road. 2) Reduce the speed limit from 40mph to 30mph which would give drivers more time to react to the conditions of the road and allow safer passage for cyclists, as well as other non-motorised vulnerable road users...”

### General agreement

“These proposals would make the route significantly safer for cyclists. Connecting to the Castleman Trailway route is also a good idea as this is a popular cycling route which it would be useful to be able to access in the safest and most convenient way possible.”

“Currently not safe for cyclists or pedestrians. Junction from Stapehill Rd is extremely dangerous with cars travelling around others that are turning into Stapehill Rd from both directions.”

“Better cycling from Wimborne to Ferndown industrial estate is desperately needed.”



## Transforming Travel

### Negative impact on traffic/road users

Comments raised here were around how the proposals could negatively impact motorists and congestion levels.

“Removal of left hand lane from Wimborne Road into Cobham Road (Industrial estate) will stop the steady flow of traffic onto the estate and will result in traffic building up back to Canford Bottom. Canford Bottom Roundabout is already notorious for massive traffic build ups.”

“Combining the two lanes into the Ferndown Industrial Estate will cause higher levels of traffic build-up. It makes no sense to alter what is currently a smooth and effective junction just for cyclists/pedestrians. This area is already hit bad with traffic when the A31 is busy or has a diversion in place via Ferndown due to an accident or works so this will only cause additional traffic issues. This change will not be helping the issue but adding to it.”

“These changes make the routes much less accessible for most of the population, will increase congestion and harm local services.”

“Current traffic flow is already very high during morning and evening rush hour. Plus during emergencies it is very difficult for the emergency vehicles to pass through the newly created traffic flow.”



# Transforming Travel

## Brook Road – Lewens Lane

This section details feedback received on the Brook Lane – Lewens Lane section on the survey (which is on the Poole town centre to/from Ferndown and Wimborne route). The proposed changes on this section are:

- More priority for pedestrians at the junction of Leigh Road and adjoining roads
- Improvements would be made for people walking and cycling at St John's Hill junction
- Two bus stop locations upgraded along the route, which could include accessibility improvements, new shelters and real-time information.



180 respondents



77 comments

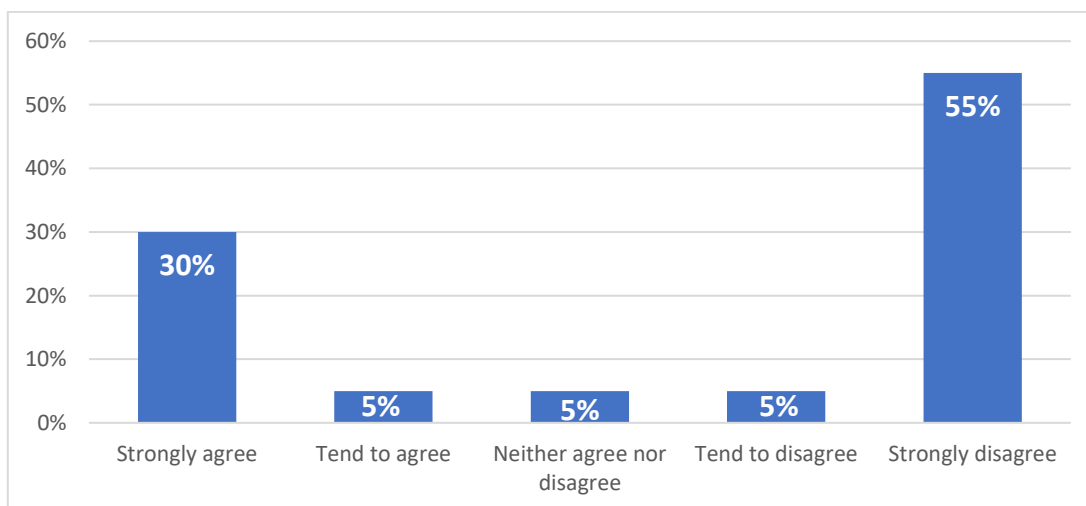
The respondent breakdown was as follows:

A resident living in or immediately around one of the routes	96
A BCP Council resident	85
A Dorset Council resident	52
A visitor to the area	3
Someone who travels through the area for work, leisure or other	91
Someone who owns/runs a business in the area	25
Someone who works in the area	53
A member of a local group or organisation	7
Other	30

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

Three in ten respondents (30%) strongly agreed with the proposals, whilst over half (55%) strongly disagreed.

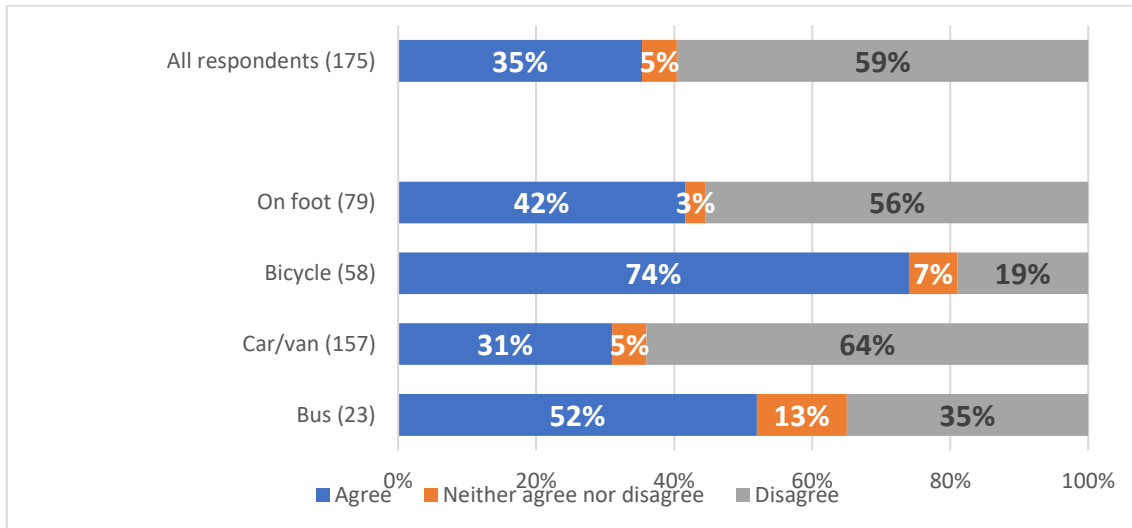
Figure 77 – Overall agreement/disagreement levels for Brook Lane – Lewens Lane (% respondents)



Base: All respondents

Figure 72 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.

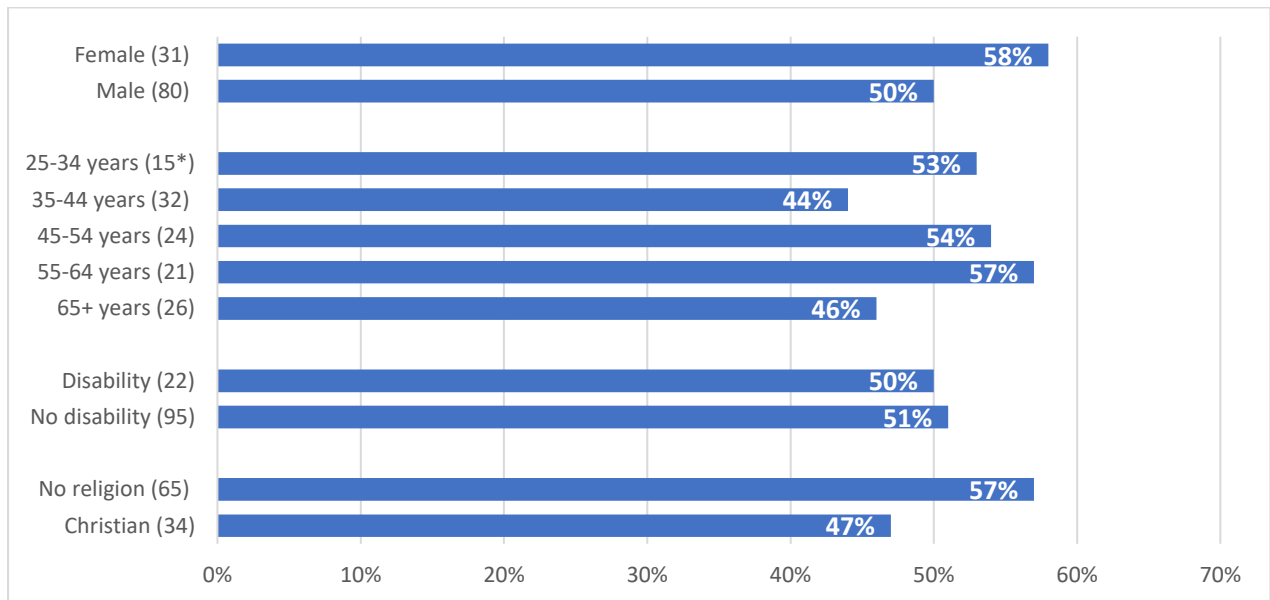
Figure 72 – Agreement/disagreement levels by mode of travel (% respondents)



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

Figure 73 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 73 – Agreement levels by equalities groups (% respondents)



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





# Transforming Travel

Respondents were asked to explain why they agreed or disagreed with the proposed changes. Just under 80 respondents made a comment in relation to Brook Lane – Lewens Lane. Figure 74 shows the themes of comments received. The most prevalent themes were design comment/suggestion and negative impact on traffic/ road users. Example comments are shown below.

Figure 74 – Themes of comments

Theme	No. of comments
Design comment/ suggestion	24
Negative impact on traffic/road users	23
General agreement	9
General disagreement	9
Public transport comment	7
Changes will improve safety	5
Access issue	5
Disagree with shared paths	3
Environmental factors	3
Disability/ Health Issue	3
General cycle comment	2

Base: 77 respondents

## Design comment/ suggestion

Comments here varied but quite a few mentioned that there was limited availability of space to improve walking and cycling facilities.



“There is a lay-by which provides much needed parking for local homes. This needs to stay.”



“I think the changes to the bus stops and pedestrian priority would be beneficial but can't help thinking it would be better to divert cyclists onto a quieter route e.g., Brook Road, Churchill Road, Station Road.”



“Doesn't really help cyclists as the road is narrow already, why not direct cyclists down Brook Road and along the riverside to approach Wimborne TC via Poole Road?”



“There should be mention made specifically of addressing the narrowest point on the route, between Crescent Rd and St Catherine's. On the South side of the highway the pavement is, in places, 80cm wide. This places the head of 6ft person walking on the pavement at the same height as that of a bus wing mirror. Surely this is not acceptable and needs to be addressed as part of the plan as it discourages walking from the St John's junction to the Leigh Rd / Poole Rd junction. Could this area be made a "shared space" and the kerbs simply removed as most of the time, outside of peak times it is not actually that busy with motor vehicles. It seems odd that people should be crammed on the narrow pavements even when there are no motor vehicles about. Could the area around St John's be designated a "school street" and access limited at school times? Again, at drop off times you have 100+ people crammed on narrow pavements and then 1-2 people each occupying 6-12ft of road per motor vehicle. Seems a strange balance.”



## Transforming Travel



“Something needs to be done between Brook Road leading up to St Johns’ school. That is the main catchment area for the school, and it seems to have been left out in any improvements. It’s dangerous for the kids walking.”



“Where are improvements for cyclists in this area? They may have cycled from Ferndown along the shiny new wide pavement style cycle paths.... they get to the top of Brook Road then.... wham! Back on to the road, just as it gets narrow! Or they carry on cycling along the narrow pavement & upset pedestrians. Exactly what are they supposed to do in this section? Ok so you're planning on changing junctions to apparently make them safer for cyclists and pedestrians.... are they both on the pavement then?”

### Negative impact on traffic/road users



“Please do not reduce the width of Leigh Road for traffic as it is narrow already and will cause mote traffic problems if you do.”



“There must be a careful balance between priority for vehicles and walkers/cyclists. Already long delays for traffic at this junction as some times. The delays for vehicles must not be increased. This would cause driver frustration and increased pollution.”



## Transforming Travel

### Stapehill Road – Longham Mini Roundabouts

This section details feedback received on the Stapehill Road – Longham Mini Roundabouts 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 south side of Ham Lane would be converted to shared use, separated from the carriageway by a verge, between Stapehill Road and the access roundabout into Haskins Garden Centre
- The refuge island at the access roundabout into Haskins Garden Centre would be adjusted, providing an improved crossing point
- A new shared path on the north side of Ham Lane between the access roundabout into Haskins Garden Centre and Longham mini roundabouts

Opportunities for improvements connecting to Hampreston CE First School are also being considered.



198 respondents



82 comments

The respondent breakdown was as follows:

A resident living in or immediately around one of the routes	119
A BCP Council resident	101
A Dorset Council resident	52
A visitor to the area	3
Someone who travels through the area for work, leisure or other	112
Someone who owns/runs a business in the area	26
Someone who works in the area	58
A member of a local group or organisation	9
Other	31

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

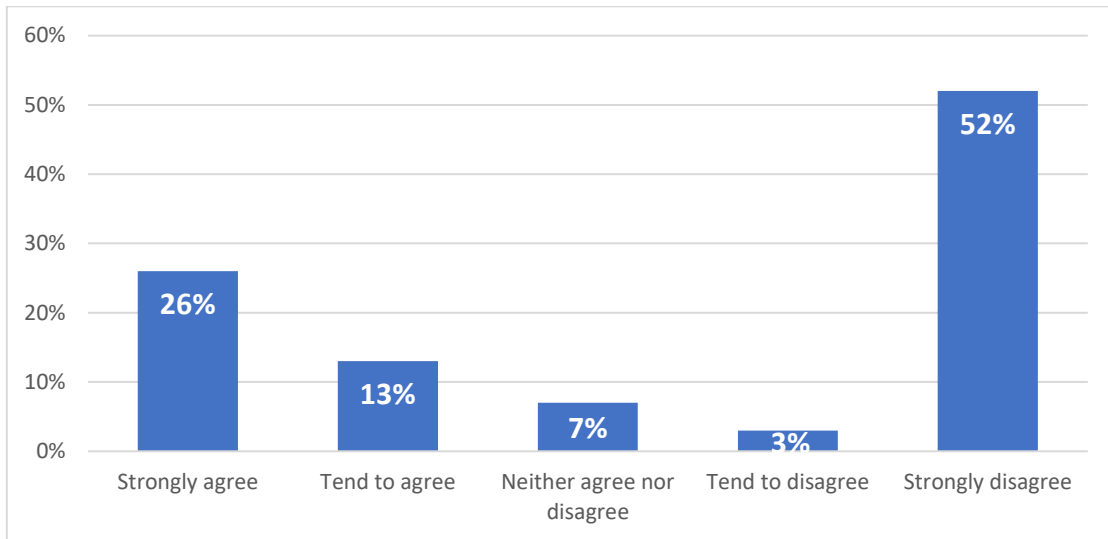


# Transforming Travel

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Over one quarter of respondents (26%) strongly agreed with proposals, whereas over half of respondents (52%) strongly disagreed with proposals.

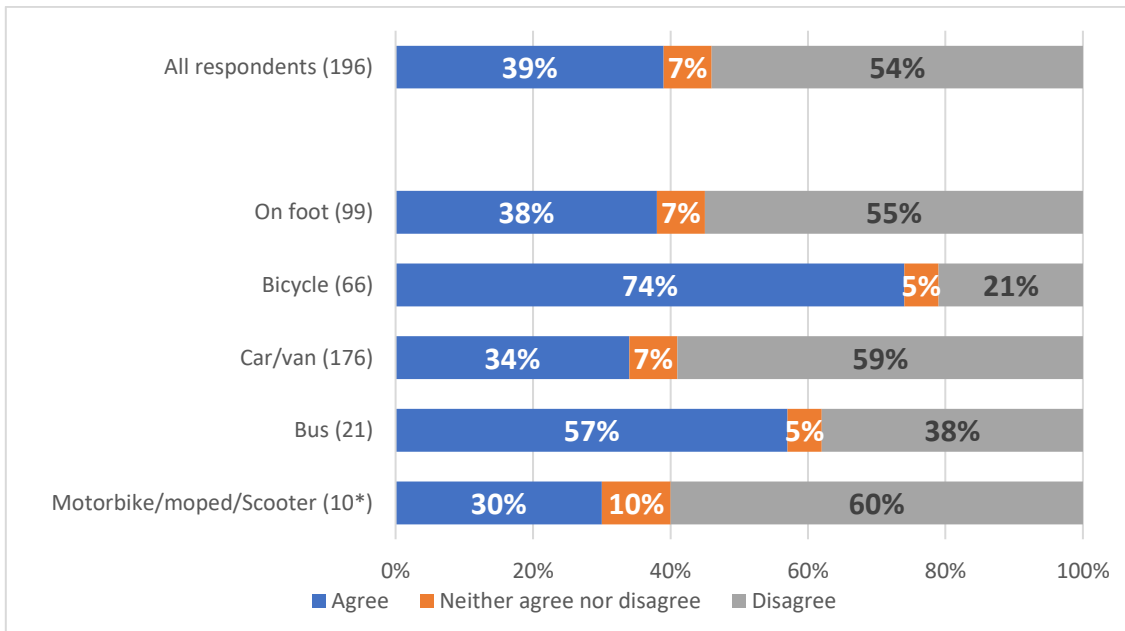
Figure 75 – Overall agreement/disagreement levels Stapehill Road – Longham Mini Roundabouts (% respondents)



Base: All respondents

Figure 76 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 76 – Agreement/disagreement levels by mode of travel (% respondents)



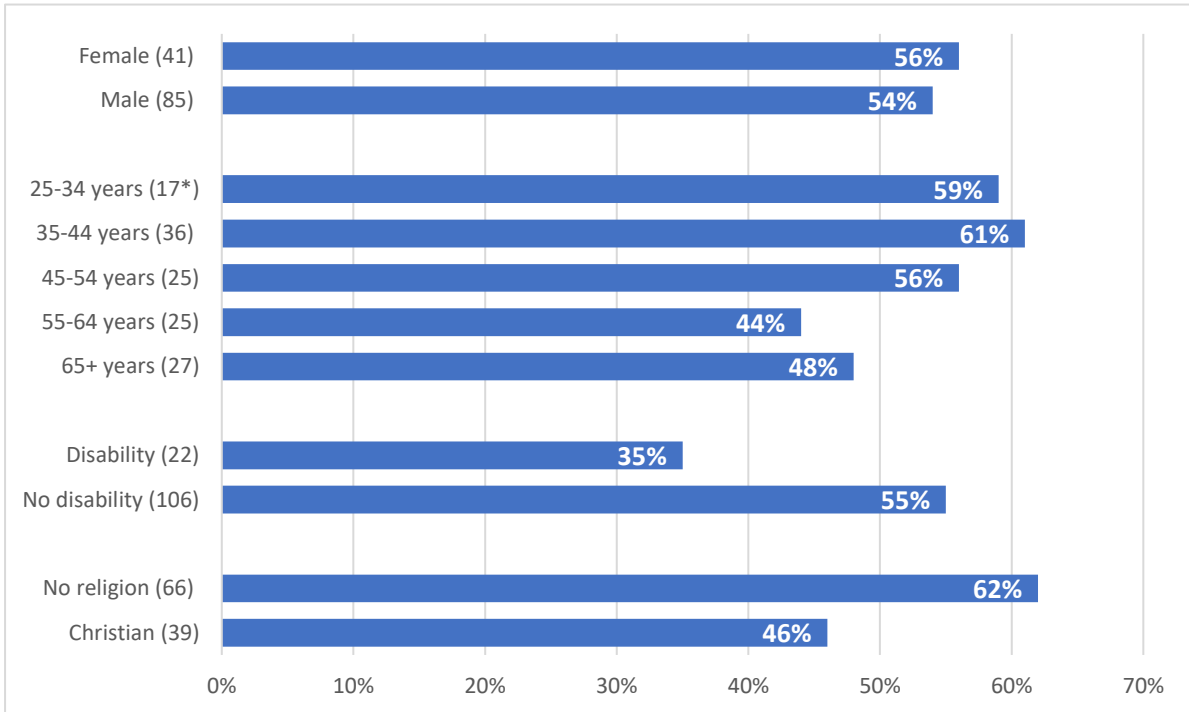
Base: Variable as shown (\* denotes low base. Excludes modes of transport with a base of less than 10)



## Transforming Travel

Figure 77 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 77 – Agreement levels by equalities groups (% respondents)



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



## Transforming Travel

Respondents were asked to explain why they agreed or disagreed with the proposed changes. Just over 80 respondents made a comment in relation to Stapehill Road – Longham Mini Roundabouts. This included two written responses. Additionally, calls to include Stapehill Road in the plans were prompted by TCF consultation. Consequently, there was an online petition, organized by the Stapehill Road Residents Association. The petition called for a footpath to be installed down the road and the speed limit reduced to 30mph. Furthermore, there were 40 copies of the same letter received (as well as 8 emails of the letter.). This also called for a footpath and speed limit reduction. For the purpose of coding, the petition counted as one comment and the letters also counted as one comment. Figure 78 shows the themes of comments received. The most prevalent themes were design comment/suggestion, include Stapehill Road in the plans and general agreement. Example comments are shown below.

Figure 78 – Themes of comments

Theme	No. of comments
Design comment/ suggestion	25
Include Stapehill Road	14
General agreement	13
Negative impact on traffic/road users	13
Disagree with shared paths	11
General disagreement	7
Changes will improve safety	7
Access issue	4
Agree with crossings	3
Disability/ Health Issue	3
Agree with shared paths	2
General cycle comment	2
Public transport comment	2
Environmental factors	1
Hampreston School	1

Base: 82 respondents

### Design comment/ suggestion



“Ham Lane is wide enough for a segregated cycle lane.”





“When travelling from Christchurch Road to Wimborne you have to cross the road 3 times (if you start from the church side) on Ham Lane because the shared path/pavement just ends. Please can the shared path on the south side of Ham Road be extended from Stapehill Road to Old Ham Lane, this will link up nicely to Leigh Road and will only mean you have to cross the road once. Also because of the width of the path in some places it does make it tricky to pass an oncoming person/cyclist. When walking along Ham Lane I did notice some shards of glass on the shared path, could the path be cleaned once every 2 years.”




“There should be a shared path both north and south sides of Ham Lane from the Longham mini roundabouts right through to Canford Bottom Roundabout. It makes no sense, and is dangerous, to have to keep crossing such a dangerous racing track called Ham Lane.”


### **Include Stapehill Road**


 “Whilst we welcome the proposed changes on this route, we feel Stapehill Road itself should be included in the proposals. This road provides an excellent opportunity to provide a far quicker route for non-motorised movements to access north Ferndown and vice versa. Allowing motorised vehicles to continue to use this road as a rat run to cut their journey time whilst expecting non-motorised movements to travel via Canford Bottom would appear to be out of keeping with the purpose of this project. We would also suggest that a reduction in speed to 30mph from Longham mini roundabouts to the Stapehill junction increasing to 40mph to Canford Bottom should be considered to improve safety. (Ferndown Town Council).”

 “Whilst I agree with the current proposals there is a missed opportunity, namely Stapehill Road, which should be included in the plans. Stapehill Road provides a far more direct route from the south (BCP) to the industrial estate and other locations to the north and vice versa. However, this road is unsafe for cyclists and walkers in its current state due to the dangerous way vehicles use what is a narrow country lane as a rat run. The travel time by bike from Longham to Ferndown Industrial Estate via Candford Bottom as currently proposed is 26 mins (5 miles). If Stapehill Road was the proposed route the travel time would be reduced to 17 mins (3.2 miles). As a cyclist it appears to me that ignoring this opportunity is flying in the face of what you are supposed to be trying to achieve. In your own words ‘The routes aim to give people safe, quick and environmentally friendly travel alternatives’, the key word here being ‘quick’. It is a travesty that this project is prepared to allow motor vehicles to use this unsuitable road to shorten their travel distance and journey time whilst forcing non-motorised traffic to travel all the way to Candford Bottom and then continue along Wimborne Road East/West.”


### **General agreement**


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

 “At present I use the footpath when cycling between the roundabout and the start of the cycle path so these improvements would be really welcome.”

 “If proposed housing developments go ahead the much increased number of residents would necessitate improved pedestrian/cycle pathways.”

### **Negative impact on traffic/ road users**

 “The proposed changes are at the expense of current vehicular traffic and as such are impractical and unacceptable...”

 “Many tens of miles of cycle path have already been built and have not lead to a reduction in congestion, pollution or affected the obesity epidemic. These changes do not provide a sensible alternative to the car and will in fact only benefit an able bodied minority who will use it for recreation.”



# Transforming Travel

## Longham Mini Roundabouts – New Road, Parley Cross

This section details feedback received on the Longham Mini Roundabouts – New Road, Parley Cross section on the survey (which is on the Poole town centre to/from Ferndown and Wimborne route). The proposed changes on this section are:

- New parallel crossings on all arms of the mini roundabouts, with shared paths on all sides of the road
- New signage along the existing path off Christchurch Road, joining into the Holmwood Park development on Ringwood Road.
- The existing path on the north side of Christchurch Road would be converted to a shared path between Longham mini roundabouts and Chine Walk
- The existing central island near Chine Walk would be widened to make crossing safer
- The existing path on the south side of Christchurch Road would be converted to a shared path between Chine Walk and New Road



185 respondents



75 comments

The respondent breakdown was as follows:

A resident living in or immediately around one of the routes	104
A BCP Council resident	97
A Dorset Council resident	45
A visitor to the area	1
Someone who travels through the area for work, leisure or other	99
Someone who owns/runs a business in the area	27
Someone who works in the area	58
A member of a local group or organisation	11
Other	32

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

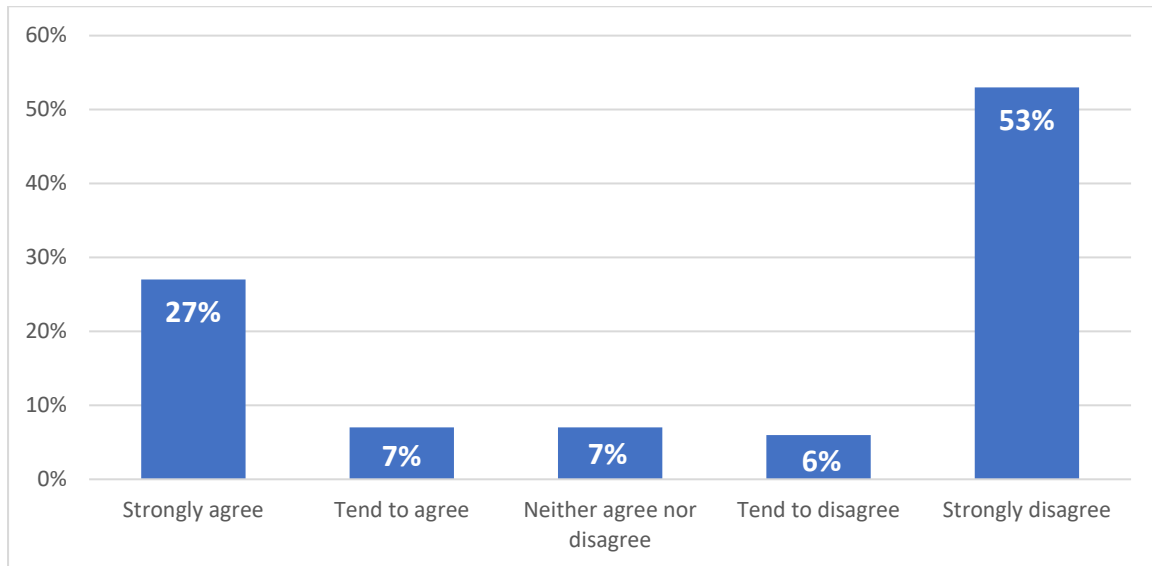




# Transforming Travel

Over one quarter of respondents (27%) strongly agreed with the proposals, whilst over half (53%) strongly disagreed.

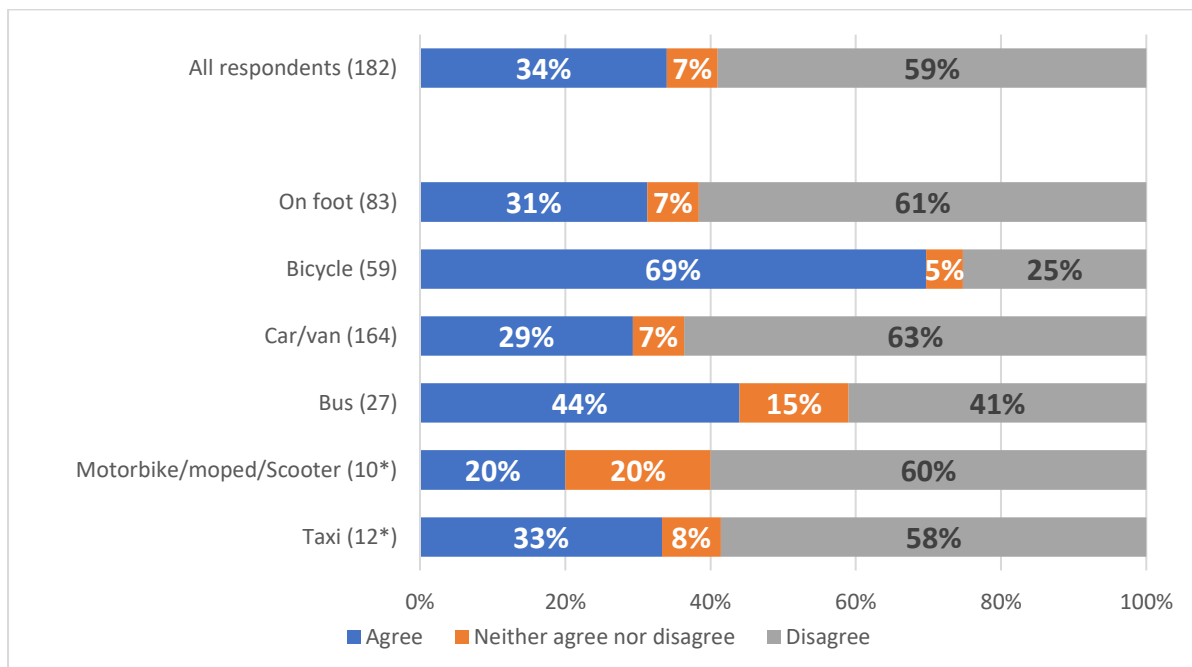
Figure 79 – Overall agreement/disagreement levels Longham Mini Roundabouts – New Road, Parley Cross (% respondents)



Base: All respondents

Figure 80 shows agreement levels by mode of travel on the Poole town centre to/from Ferndown and Wimborne route. Respondents who travel by bicycle are more likely to agree with the proposed changes than any other group.

Figure 80 – 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)

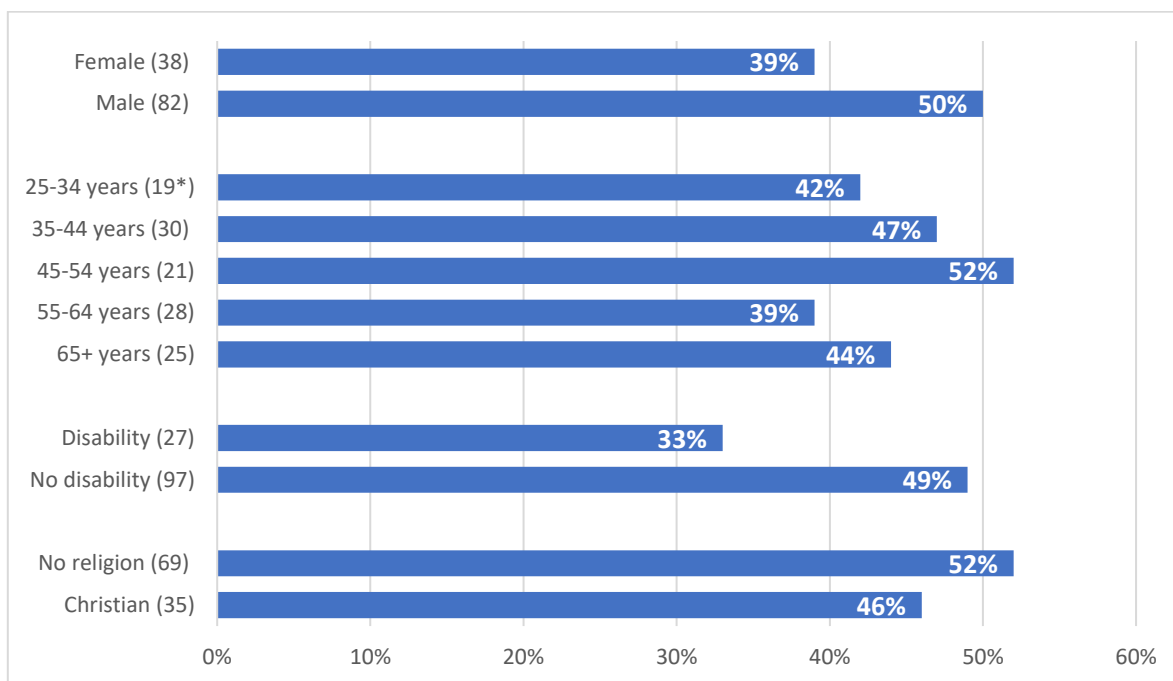


# Transforming Travel

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Figure 81 shows agreement levels by equalities groups. Ethnicity and sexual orientation have been included due to low bases. There were no significant differences between groups.

Figure 81– Agreement levels by equalities groups (% respondents)



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

Respondents were asked to explain why they agreed or disagreed with the proposed changes. Just under 80 respondents made a comment in relation to Longham Mini Roundabouts – New Road, Parley Cross. This included one written response. Figure 82 shows the themes of comments received. The most prevalent themes were design comment/suggestion, negative impact on traffic/road users and disagreement with shared paths. Example comments are shown below.

Figure 82 – Themes of comments

Theme	No. of comments
Design comment/ suggestion	19
Negative impact on traffic/road users	16
Disagree with shared paths	12
General disagreement	11
General agreement	9
Changes will improve safety	8
Public transport comment	6
General cycle comment	4
Access issue	4
Disability/ Health Issue	3
Agree with crossings	2
Environmental factors	2
Disagree with crossings	1

Base: 75 respondents



## Transforming Travel

### Design comment/ suggestion

- “Parley Cross needs to be updated with the amount of traffic that passes through it.”
- “Once again everything stops at Ferndown. East Dorset stretches to St Leonards and St Ives Parish which are always left out if any proposed addition. When are the residents of our parish going to be considered?”
- “Please also add cycle lanes.”
- “However please lower the speed limit to 30mph along the length of Christchurch Road, the junction out of Coppins Close is lethal. We also need full paths on both sides of the road and bike lanes linking the mini roundabouts to Parley Cross and beyond to the airport. Please also consider doing a complete overhaul of Parley Cross traffic junction as it’s not fit for purpose with long tail backs and delays.”
- “When making the parallel crossings over New Road and near the mini roundabout near the allotments could some thought be put into the access to and from the allotments as this is challenging.”
- “Speed limit enforcement would be good here as bit of a race track. hard to cross too - would welcome a crossing half way between minis and Parley X. Near the pubs. Always hard to cross here as cars NEVER give way.”

### Negative impact on traffic/road users

- “The proposed parallel crossings on all arms of the roundabout, are going to turn an already chaotic section of road into an absolute disaster zone for vehicle users which will make it even more unsafe for pedestrians and bikes.”
- “This area is congested enough already, without putting crossings on the arms of the Longham mini roundabouts!. This will lead to horn blowing and road rage as people have to stop on the roundabout.”

### Disagree with shared paths

- “Concerns over shared paths with fast moving e vehicles.”
- “As an allotment holder at Longham I object in the most strongest terms to the proposal to put a footpath/cycleway through the centre of the site. There would be no security for tenants.”
- “Concern over shared paths, users not always considerate. Proposed housing developments will greatly increase need for safe routes.”



# Transforming Travel

## Merley, Poole to/from Christchurch

### Gravel Hill – Merley Lane

This section details feedback received on the Gravel Hill – Merley Lane section on the survey (which is on the Merley, Poole to/from Christchurch route). The proposed changes on this section are:

- The existing shared use path on the north side of Queen Anne Drive widened between Montacute Way and Merley Lane
- Junction layouts revised where Queen Anne Drive meets Rempstone Road, Montacute Way, Lynwood Drive and Merley Lane, giving more priority to people walking and cycling



172 respondents



103 comments

The respondent breakdown was as follows:

A resident living in or immediately around one of the routes	115
A BCP Council resident	126
A Dorset Council resident	30
A visitor to the area	3
Someone who travels through the area for work, leisure or other	102
Someone who owns/runs a business in the area	14
Someone who works in the area	55
A member of a local group or organisation	10
Other	6

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

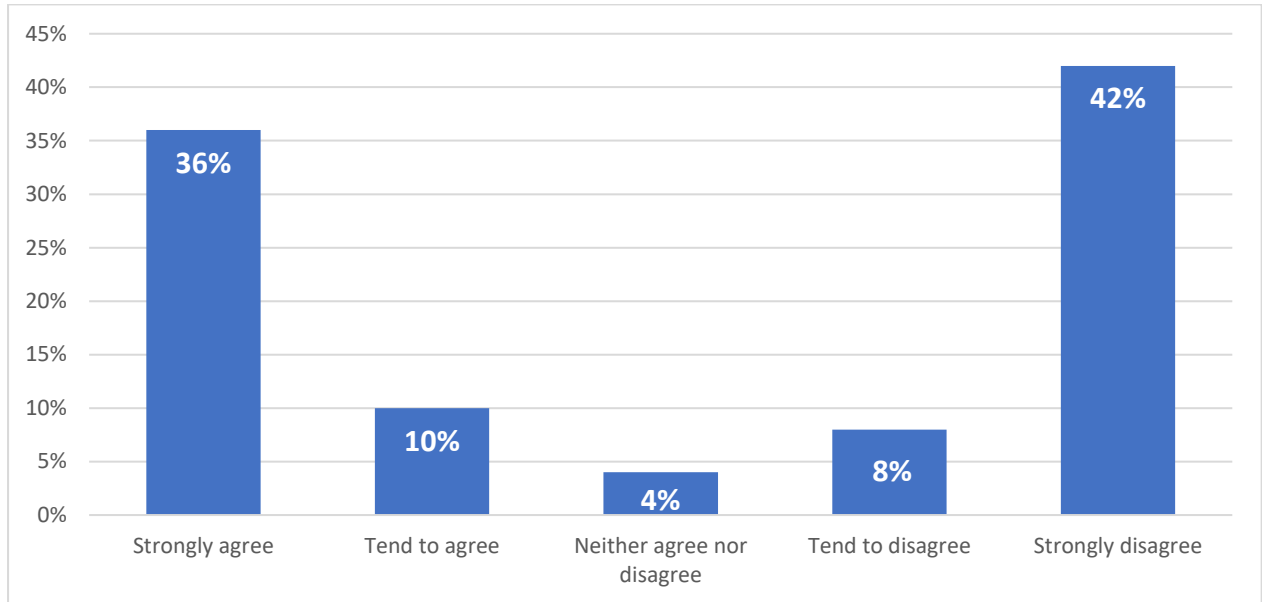


# Transforming Travel

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Levels of agreement and disagreement were fairly split with 46% of respondents agreeing with the proposals and half (50%) disagreeing. Over two fifths of respondents (42%) strongly disagreed whilst just over one third (36%) strongly agreed.

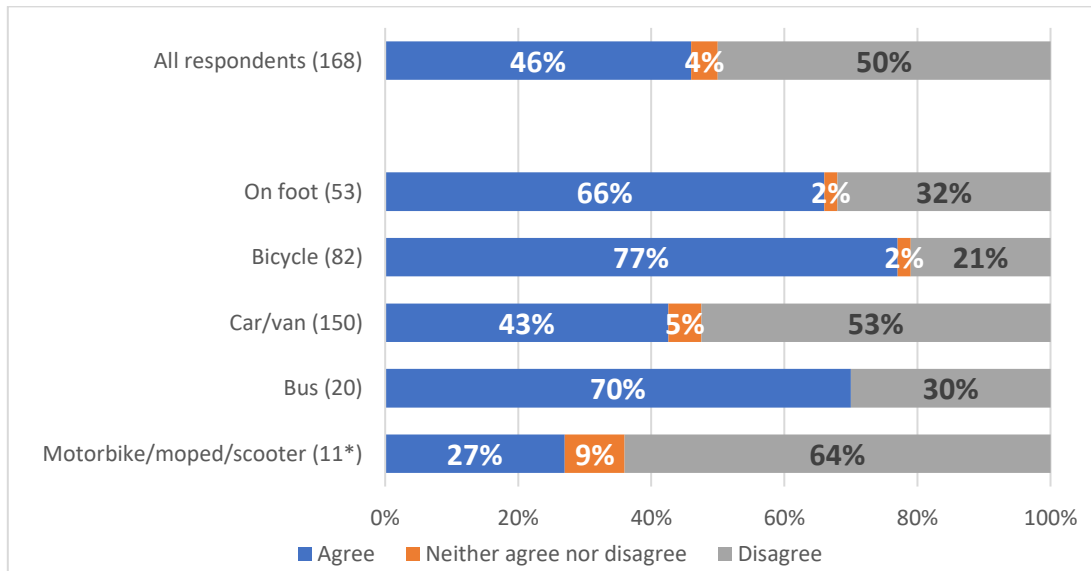
Figure 83 – Overall agreement/disagreement levels Gravel Hill – Merley Lane (% respondents)



Base: All respondents

Figure 84 shows agreement levels by mode of travel on the Merley, Poole to/from Christchurch route. Respondents who travel on foot, by bicycle and bus are most likely to agree with the proposed changes.

Figure 84 – 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)

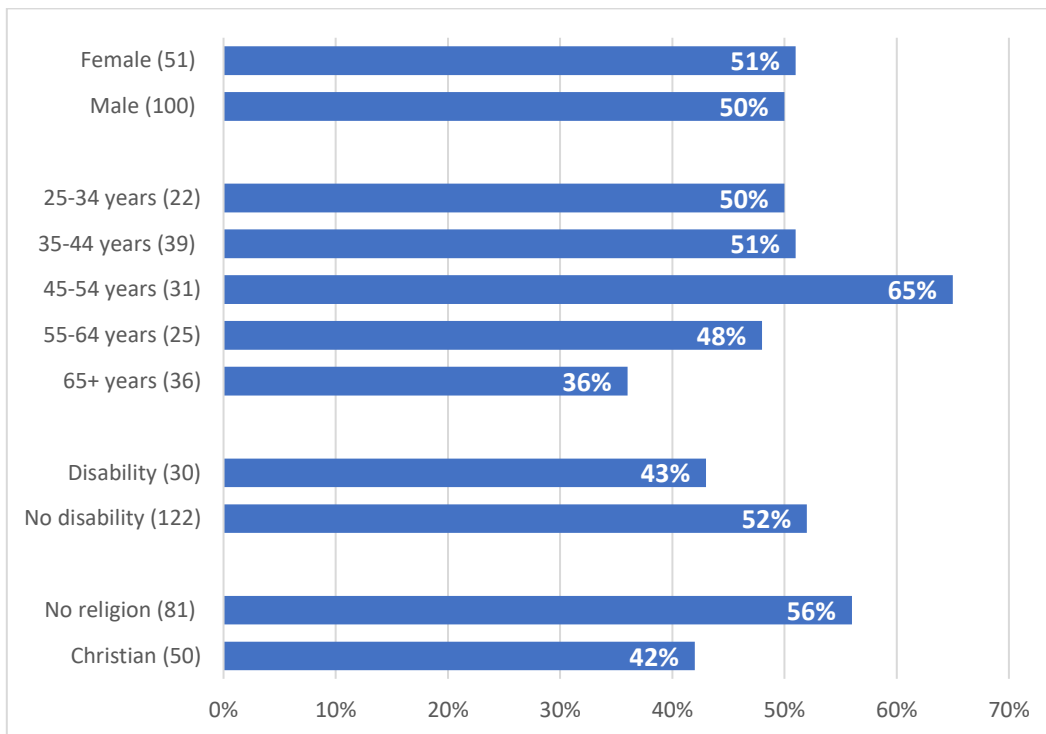


# Transforming Travel

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Figure 85 shows agreement levels by equalities groups. Ethnicity and sexual orientation have not been included due to low bases. Respondents aged 45 to 54 were significantly more likely to agree with the proposed changes than those aged 65 and over.

Figure 85 – Agreement levels by equalities groups (% respondents)



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

Respondents were asked to explain why they agreed or disagreed with the proposed changes. Just over 100 respondents made a comment in relation to Gravel Hill – Merley Lane. This included two written responses. Figure 86 shows the themes of comments received. The most prevalent themes were negative impact on traffic/road users, design comment/suggestion, general disagreement and disagreement with shared path widening/shared paths in general. Example comments are shown below.

Figure 86 – Themes of comments


Theme	No. of comments
Negative impact on traffic/road users	19
Design comment/ suggestion	19
General disagreement	15
Disagree with shared path widening/shared paths in general	14
General agreement	12
Agree with revision of junction layout	11
Agree with shared path being widened	10
Environmental factors	8
Disagree with revision of junction layout	8
Changes will improve safety	5




Accessibility issue	4
General cycle comment	4
Other	2
Health/Disability issue	2

Base: 103 respondents


## Negative impact on traffic/road users


 “It is a large housing estate at Merley and they all feed on from Rempstone road or Merley lane, this will cause large tailbacks for people trying to turn out, although we might like too not all of us can bus or cycle all the time, it may push traffic back to candied magna which is an already busy road and that’s before they add in lots of housing which would then increase traffic to Rempstone and Merley lane.”


 “These ideas are a dreadful and clearly lack understanding of the route. Gravel hill has severe issues with congestion already - giving priority to cycling etc (a form of transport not accessible to most of the population) is dangerous for local services and damaging to the population because of extra congestion.”


## Design comment/suggestion

Design comments and suggestions varied but there were comments in relation to segregated cycle lanes rather than shared use path and also comments that the junctions shouldn’t be like the ones in Broadstone.


 “This section of Queen Anne Drive is crying out for a segregated cycle lane. There is plenty of room. with all the new housing development existing and proposed for this area, we should be building infrastructure for the future, not for current use levels.”


 “Be nice to have a segregated cycle lane not just shared use path.”

 “Please don’t make the junctions like the ones in Broadstone, they are dangerous and make it very very hard for cars to inch out enough to see if there are pedestrians/cyclists/cars coming.”

 “As long as they are not like the ones in Broadstone - they feel dangerous.”

## General disagreement

 “ Stop building cycle lanes. They don't get used enough and the creation of them is causing so much disruption. The money is better spent elsewhere.”

 “ The expense of these changes is not justified - the usage by pedestrians and cyclists is not great enough to justify the spend.”



## Transforming Travel

### Disagree with shared path widening/shared paths in general

Design comments and suggestions varied but there were comments in relation to segregated cycle lanes rather than shared use path and also comments that the junctions shouldn't be like the ones in Broadstone.



“ Shared paths are not the safest options for cyclists, with many pedestrians showing hostility to cyclists.”



“I live in Merley. Shared path-the condition needs improving but not widening when this path is hardly used.”



“The path is already wide enough for walkers and cyclists. I travel that main road daily twice a day and hardly see anyone walking or cycling along this road way. so why waste money and narrow down the road just because you have money to spend.”





## Transforming Travel

### Merley Lane – Canford Arena Way

This section details feedback received on the Merley Lane – Canford Arena Way section on the survey (which is on the Merley, Poole to/from Christchurch route). The proposed changes on this section are:

- A new shared path on the north side of Queen Anne Drive, between Merley Lane and Canford Magna
- New toucan crossings and traffic signals at the Queen Anne Drive/Canford Magna junction
- Revised junction layout at the entry to the Hamworthy Club, giving more priority to people walking and cycling
- A new 3m-wide shared path between the Hamworthy Club and the Canford Arena Way junction
- Improvements to the Canford Arena Way junction, including a new toucan crossing on the northern arm



172 respondents



102 comments

The respondent breakdown was as follows:

A resident living in or immediately around one of the routes	119
A BCP Council resident	128
A Dorset Council resident	26
A visitor to the area	1
Someone who travels through the area for work, leisure or other	104
Someone who owns/runs a business in the area	18
Someone who works in the area	56
A member of a local group or organisation	12
Other	6

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

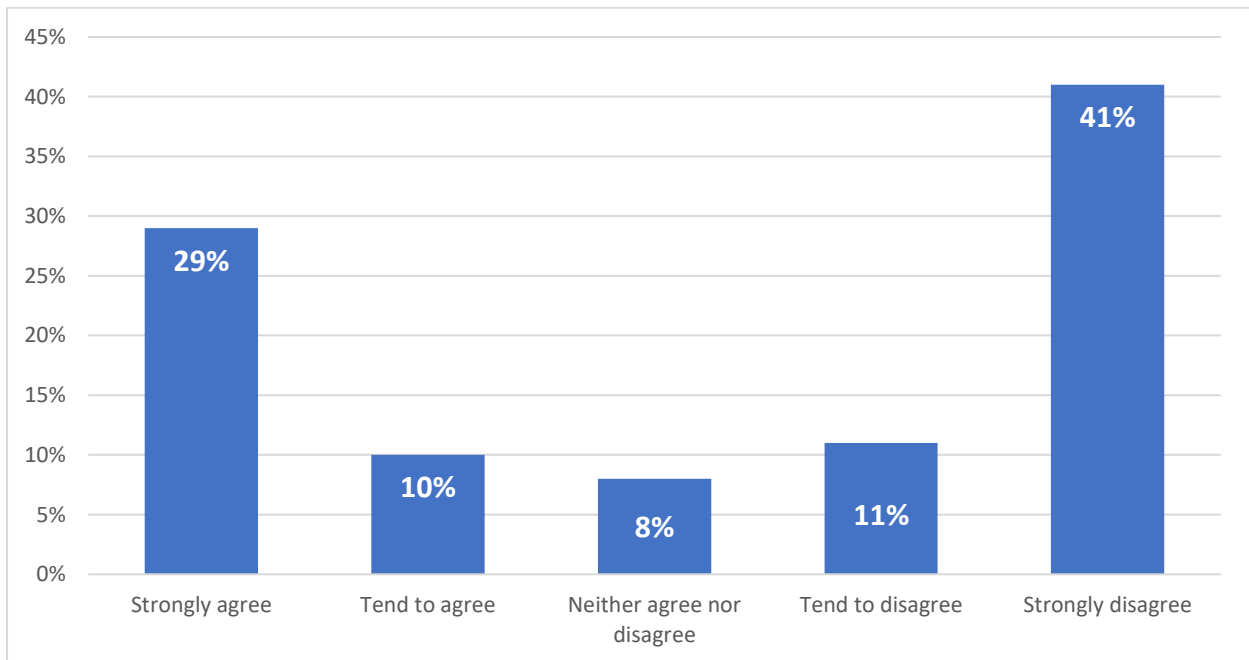


# Transforming Travel

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Just under two fifths of respondents (39%) agreed with the proposals whilst just over half (52%) disagreed.

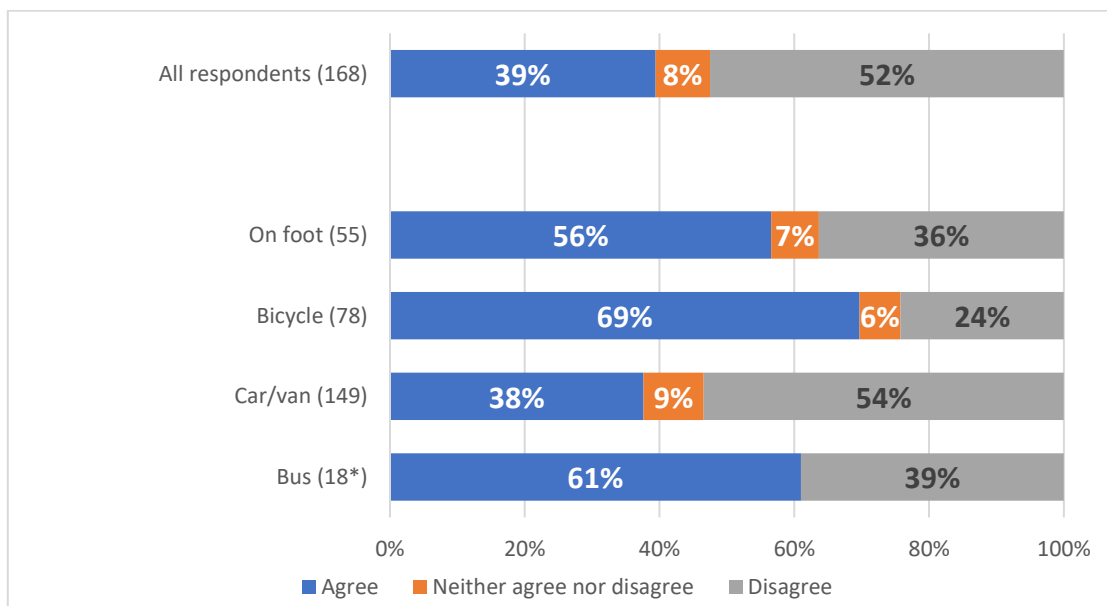
Figure 87 – Overall agreement/disagreement levels for Merley Lane – Canford Arena Way (% respondents)



Base: All respondents

Figure 88 shows agreement levels by mode of travel on the Merley, Poole to/from Christchurch 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 88 – Agreement/disagreement levels by mode of travel (% respondents)



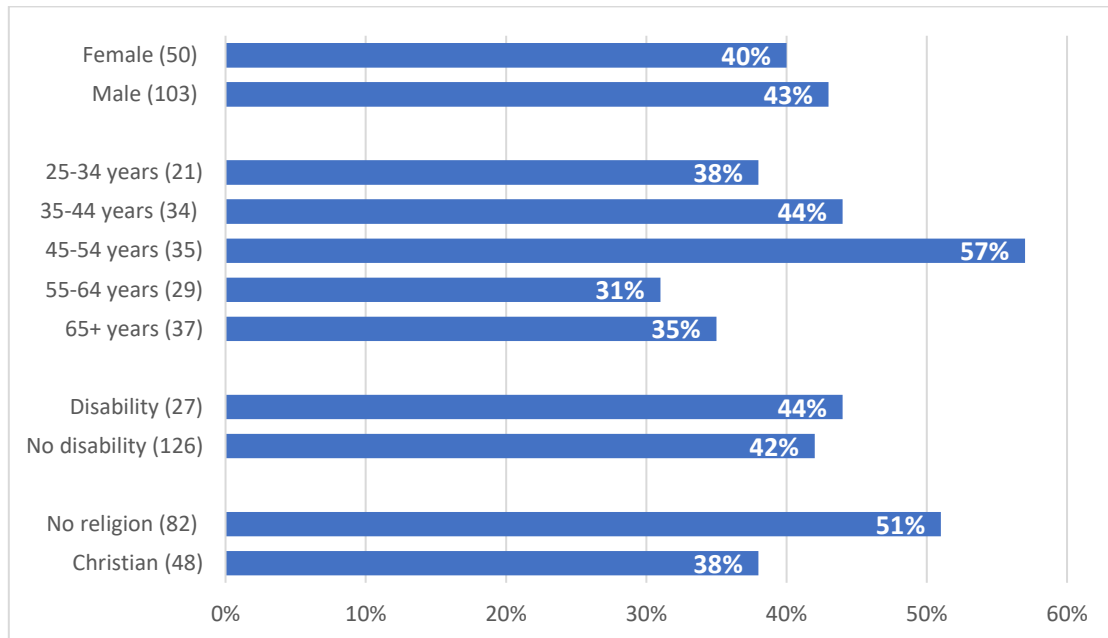
Base: Variable as shown (\* denotes low base. Excludes modes of transport with a base of less than 10)



# Transforming Travel

Figure 89 shows agreement levels by equalities groups. Ethnicity and sexual orientation have been included due to low bases. Respondents aged 45 to 54 are significantly more likely to agree with the proposed changes than those aged 55 to 64.

Figure 89– Agreement levels by equalities groups (% respondents)



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

Respondents were asked to explain why they agreed or disagreed with the proposed changes. Just over 100 respondents made a comment in relation to Merley Lane – Canford Arena Way. This included one written response. Figure 4 shows the themes of comments received. The most prevalent themes were design comment/suggestion, negative impact on traffic/road users, disagreement with shared paths and general disagreement. Example comments are shown below.

Figure 90 – Themes of comments

Theme	No. of comments
Design comment/ suggestion	20
Negative impact on traffic/road users	17
Disagree with shared paths	17
General disagreement	15
General agreement	9
Changes will improve safety	7
Accessibility issue	7
Disagree with revision of junction layout	7
Other	6
Environmental factors	6
Agree with shared path	6
General cycle comment	4
Agree with new crossings	4
Disagree with new crossings	4

Health/Disability issue	2
-------------------------	---

Base: 102 respondents

### Design comment/suggestion

Design comments and suggestions varied but there were comments in relation to other changes that would improve the area.



“These ideas would be a big improvement, I think also more traffic calming measures are needed through Canford Magna, perhaps even stopping through traffic altogether as I'm sure a large percentage only use it as a short cut.”



“This is more a general comment, but inspired by magna Road as is cycle lane. It would be great if the new lanes navigated complex junctions (e.g. the lights at the garden centre), were segregated from the road (i.e. by a kerb or similar for protection from traffic) and did not require crossing the road at points.”



“I think in principle the plan is good, however as a resident of Moortown Drive with school age children would like to see more being done to address our access. If you visit the site currently the pathway between the Hamworthy club and business park is severely neglected so have little confidence in this going forward. If amending the entrance to the Hamworthy club, I also believe this stretch of road should also be included in the speed reduction to 30 mph as currently cars and lorries do not adhere to the 40 mph limit and is a concern for children crossing the road to catch the school bus and often making it difficult to exit right from Moortown Drive. The flooding outside Stoats Hill and Canford School should also be addressed as in heavy rain this is impassable for cars let alone cyclists or pedestrians.”



“It is difficult to get out of the SANG junction at present. It would be helpful to take this into consideration as many people drive there to exercise.”

### Negative impact on traffic/road users



“If I have understood it correctly, you are proposing new traffic signals at junction of Canford Magna/Magna Road. If this is correct, this is madness as there are already traffic lights at Arrowsmith Road, Canford Arena and Knighton Lane junctions as well as new signalised junction at 94 Magna Road, additional proposed pedestrian crossings etc. along Magna Road. This will have a hugely detrimental effect on the flow of traffic on Magna Road where there is already a severe congestion problem. I thought these schemes were meant to be designed to ease congestion, not add to it.”



“The road will become too narrow and a lot of big vehicles use the road which will now hold up traffic if they can't get through due to oncoming vehicles.”



“ Although I support sustainable travel (as owning an electric car) I do think this proposal has not been thought through due to the number of cycles currently seen along with foot traffic in the area. And the addition of the travel site and the other housing developments being built. The area is already awash at the weekend with cars travelling to the SANG.”



## Transforming Travel

### Disagree with shared paths



"No shared path - these do not work."



"Generally not a fan of shared used paths. Good for inexperienced riders but slow for everyone else. Can even be dangerous for pedestrians depending on the speed and traffic on the pavements."



"Shared paths are last resort provision. Given e-bikes, scooters and other micromobility, the ambition should be to provide separately."

### General disagreement



"BCP have already upgraded the path on the south side of magna Road and have left the cycle lane marking on the road which is ridiculous. One or the other, not both. I wonder if BCP have ever done a cycle count on this road like they do with motorised vehicles. I doubt it. This just isn't needed or necessary."



"A waste of money on non-essential work."



## Transforming Travel

### Canford Arena Way – Wood Lane

This section details feedback received on the Canford Arena Way – Wood Lane section on the survey (which is on the Merley, Poole to/from Christchurch route). The proposed changes on this section are:

- The existing footway on the northern side of Magna Road between Merley Lane and Knighton Lane would be converted to shared use
- The existing shared path on south side of Magna Road widened
- A new protected cycle track installed on both sides of Magna Road between Knighton Lane and Wood Lane, with a small section of shared use path between the junction and Wheelers Road on the south side. Access will be maintained to/from properties
- More priority for cyclists and pedestrians at the junctions of Magna Road and adjoining roads
- Three bus stop locations upgraded along the route, which could include accessibility improvements, new shelters and real-time information
- New toucan and puffin crossings along the route
- A lower speed limit of 30 mph along Magna Road, between the Knighton Lane junction and just east of King John Avenue



168 respondents



108 comments

The respondent breakdown was as follows:

A resident living in or immediately around one of the routes	120
A BCP Council resident	125
A Dorset Council resident	22
A visitor to the area	2
Someone who travels through the area for work, leisure or other	100
Someone who owns/runs a business in the area	18
Someone who works in the area	57
A member of a local group or organisation	11
Other	5

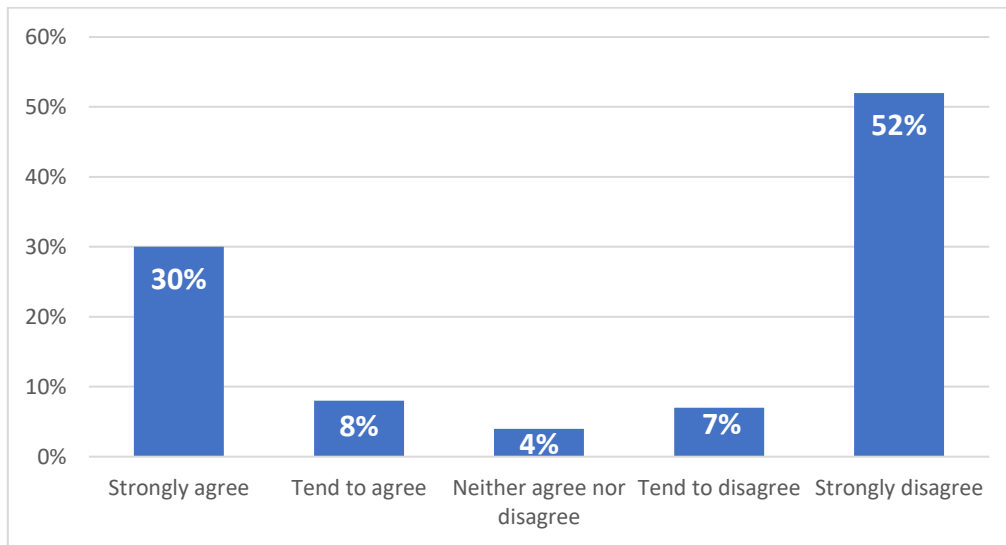
*Note: respondents were able to select more than one category*



# Transforming Travel

Almost two fifths of respondents (38%) agreed with the proposals whilst almost three fifths (58%) disagreed.

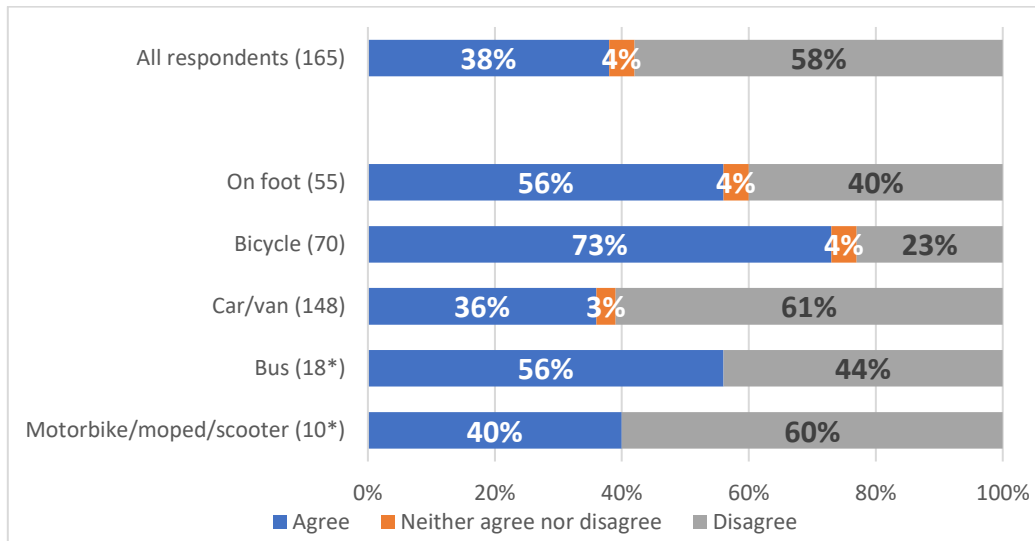
Figure 98 – Overall agreement/disagreement levels for Canford Arena Way – Wood Lane (% respondents)



Base: All respondents

Figure 92 shows agreement levels by mode of travel on the Merley, Poole to/from Christchurch 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 92 – 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)

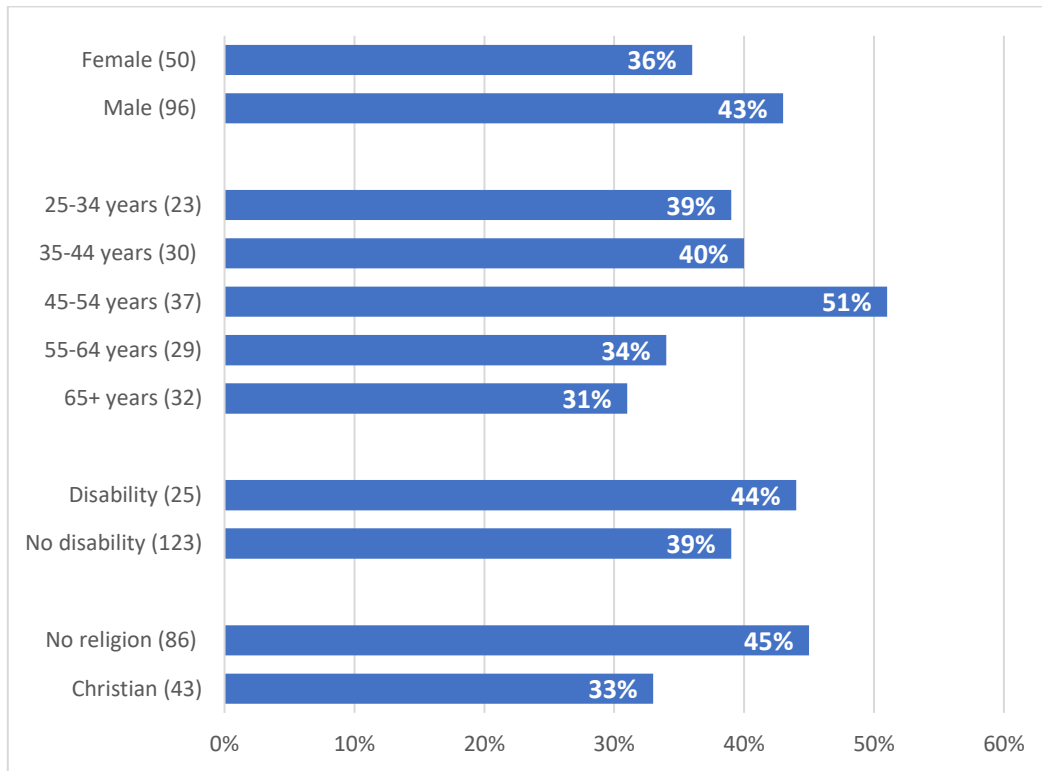


# Transforming Travel

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Figure 93 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 93 – Agreement levels by equalities groups (% respondents)



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

Respondents were asked to explain why they agreed or disagreed with the proposed changes. Almost 110 respondents made a comment in relation to Canford Arena Way – Wood Lane. This included six written responses. Figure 4 shows the themes of comments received. The most prevalent themes were negative impact on traffic/road users, disagreement with junction revision and design comment/suggestion. Example comments are shown below.

Figure 94 – Themes of comments

Theme	No. of comments
Negative impact on traffic/road users	26
Disagree with junction revision	20
Design comment/ suggestion	18
General agreement	12
General disagreement	11
Disagree with protected cycle track	10
Disagree with 30mph speed limit	9
Disagree with shared path	8
Agree with 30mph speed limit	8
Environmental factors	7





General cycle comment	6
Other	5
Accessibility issue	4
Changes will improve safety	4
Agree with protected cycle track	4
Health/Disability issue	3
Agree with shared path	1

Base: 108 respondents

## Negative impact on traffic/road users

Some comments related to the proposed removal of the filter lane causing more traffic and the combination of proposed changes as well as the potential housing development increasing traffic congestion further.



“Getting rid of existing turn right feeder lanes in favour of extending the cycle paths to run all the way through will cause further congestion on an already busy stretch of road that is wide enough to pass cyclists on as it already stands. With the addition of another 1000 homes and a proposed Travellers site along this same stretch of road, congestion is only going to get worse before any changes are even considered!”



“The narrowing of the road and removal of filter lanes for turning vehicles will add significantly to congestion. There are proposals to build a large housing estate off Magna road, which will further increase congestion. The cycle path should be built on the existing pavement so that there is room to retain the filter lanes for vehicles making right turns, e.g. into King John Avenue.”



“They have tried this in London and it doesn’t work. Traffic just builds up and causes more pollution as cars are at standstill more. There are not enough cyclists to justify this scheme. London areas are now removing the cycle lanes as nobody was using them. Ambulances were unable to get through the traffic as there is nowhere to pull over to let them through. This is a complete an utter waste of money, it won’t make people take up riding a bike or walking more. It will just cause increased pollution and increased traffic, especially since you are now building more houses inviting more people to live here.”


## Disagree with junction revision


Many of the comments which disagreed with the junction revision were in relation to the removal of the right turn lane into King John Avenue.




“The proposed change to remove the 'turn right' lane for traffic from Merley turning into King John Avenue is dangerous and ecologically unsound. When a vehicle is waiting to turn right at this junction, traffic behind it will either be stationary, causing increased emissions, or illegally enter the cycle lane, at risk to cyclists and other road users. Observations will show that pedestrian traffic along this road is virtually nil, so a shared use path for cyclists and pedestrians, properly segregated from the road, will be much safer for all road users, and allow the retention of the turn right filter lane.”




 “You are actually considering removing the box junction to turn right into King John Avenue? The amount of traffic that turns right here, this would cause considerable traffic in peak times, adding to pollution and furthermore, an even greater risk to cyclists as drivers are likely to drive into the cycle path to get around vehicles turning right, this seems much more a hazard than an improvement.”


 “This will make it dangerous for turning right out of King John Avenue and traffic will be held up by vehicles turning into King John Avenue from Magna Road due to the removal of the turning lane.”

 “The only aspect of the plan that I strongly disagree with is the loss of the filter lane on Magna Road for cars turning right into King John Avenue. This proposal reduces that part of the road to a single carriage road, and at peak times there will be significant traffic congestion. At the moment, cars travelling east along Magna Road can filter off for turning into King John Avenue, which allows the free-flowing of cars on the inside lane. If these proposals are adopted, I fear that drivers wishing to continue along Magna Road will become impatient with the prolonged waiting times behind cars wanting to turn right into King John Avenue, and drive over the cycle lane, and even onto the verge, to avoid waiting. This will be incredibly dangerous. Also, all of the houses along that stretch of the road (including mine) will be subjected to greater levels of carbon monoxide pollution from cars that are stationary. This particular aspect of the road change proposals must not be allowed to go ahead..”

## Design comment/suggestion

Design comments and suggestions varied but there were comments of support in relation to the proposed buffer by BH Active travel (see image below)

 “Magna Road Alternative - A buffer with grass like the below photo on both sides would make it safer, especially for children. This will also discourage parking in the cycle lane and less debris will go into the cycle lane so lower maintenance costs as well for BCP. Let's get all this work done right first time and provide the facilities to help encourage active travel when possible.”

 “MAGNA ROAD ALTERNATIVE - In relation to the image released regarding the new cycle Lane in Magna Road. The image shows a pedestrian pavement with a grass verge and then a cycle Lane. There is no buffer between the cycle Lane and the vehicles. The photo below which provides a buffer between the cycle path and the carriageway is a much safer option for cyclists who are the most vulnerable road users. The government's own guidance says that new cycle infrastructure should be 'perceived to be safe' (as well as being safe).”

## Buffers

BHAT would like to recommend, as per LTN 1/20, that 'buffers' are between the cycle tracks and carriageway (BCP image left, BHAT image right).





# Transforming Travel

## Longfield Drive – Kinson Roundabout

This section details feedback received on the Longfield Drive – Kinson Roundabout section on the survey (which is on the Merley, Poole to/from Christchurch route). The proposed changes on this section are:

- A new two-way cycle track running through the verge on the northern side of Wimborne Road continues from Bear Cross Roundabout, joining the one-way cycle track at Durdells Avenue
- A new one-way cycle-track installed on both sides of Wimborne Road, between Durdells Avenue and Home Road
- More priority for cyclists and pedestrians at the junctions of Wimborne Road and adjoining roads
- Changes to the road layout to provide space for the cycle track, including the removal of dedicated right-turn filter lanes and central hatchings between Tonge Road and Poole Lane. Vehicles will still be able to turn right at these locations
- Upgrades to existing crossings points along route
- Three bus stop locations upgraded along the route, which could include accessibility improvements, new shelters and real-time information
- New planting at the junction of Wimborne Road and Oxford Lane, preventing access for vehicles. Access for cyclists and pedestrians would not be affected
- Parking and loading restrictions introduced between Oxford Lane and Poole Lane

Opportunities for improvements to bus journey times and cycling/walking facilities between Poole Lane and Horsham Avenue are being explored and would be subject to further consultation.



135 respondents



67 comments

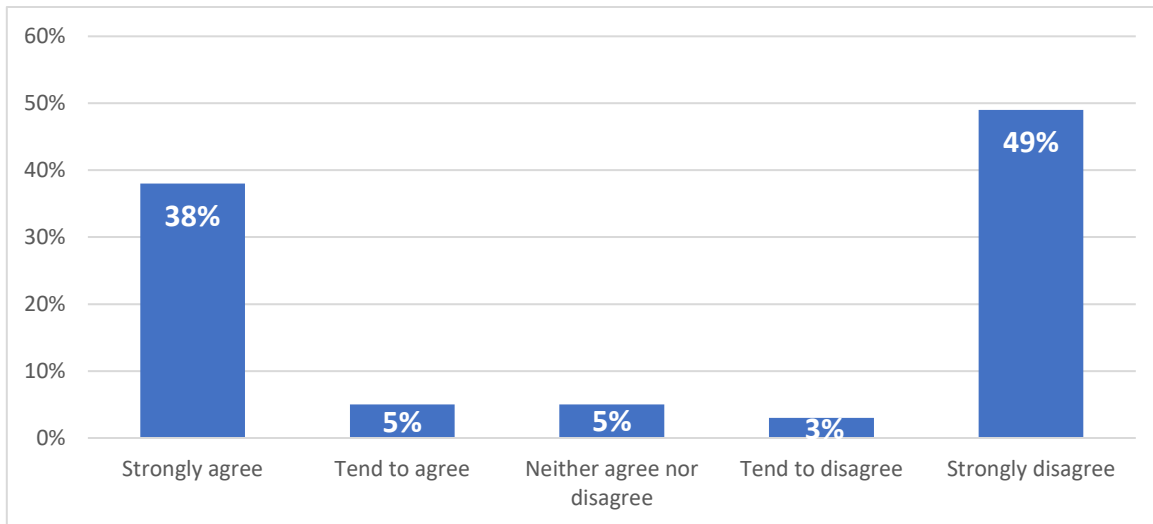
The respondent breakdown was as follows:

A resident living in or immediately around one of the routes	90
A BCP Council resident	103
A Dorset Council resident	21
A visitor to the area	1
Someone who travels through the area for work, leisure or other	85
Someone who owns/runs a business in the area	14
Someone who works in the area	50
A member of a local group or organisation	8
Other	6

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

Almost two fifths of respondents (38%) strongly agreed with the proposals, whilst just under half (49%) strongly disagreed.

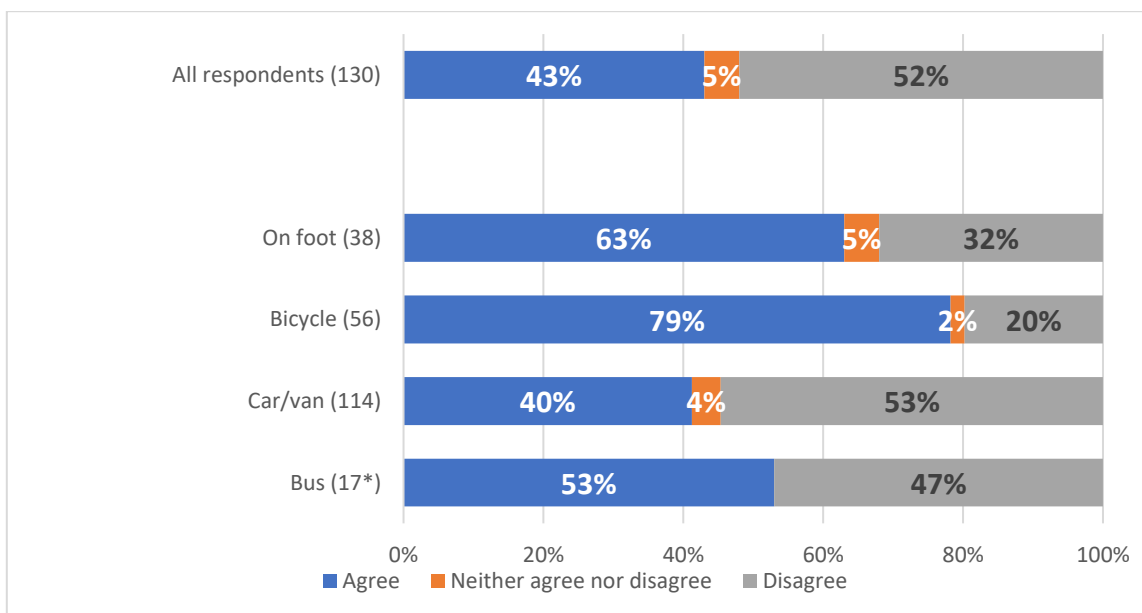
Figure 95 – Overall agreement/disagreement levels for Longfield Drive – Kinson Roundabout (% respondents)



Base: All respondents

Figure 96 shows agreement levels by mode of travel on the Merley, Poole to/from Christchurch route. Respondents who travel by bicycle and on foot are most likely to agree with the proposed changes whilst those who travel by car/van are least likely to agree.

Figure 96 – Agreement/disagreement levels by mode of travel (% respondents)



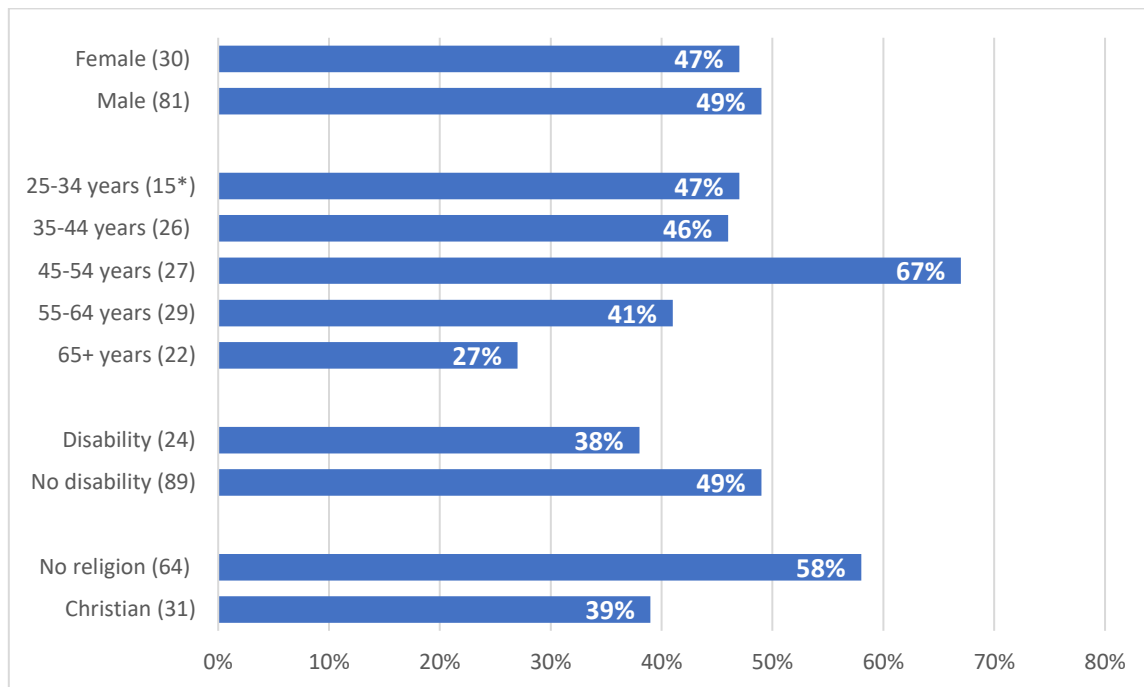
Base: Variable as shown (\* denotes low base. Excludes modes of transport with a base of less than 10)



# Transforming Travel

Figure 97 shows agreement levels by equalities groups. Ethnicity and sexual orientation have not been included due to low bases. Respondents aged 65 and over are significantly less likely to agree with proposals than those aged 45-54.

Figure 97 – Agreement levels by equalities groups (% respondents)



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

Respondents were asked to explain why they agreed or disagreed with the proposed changes. Just under 70 respondents made a comment in relation to Longfield Drive – Kinson Roundabout. Figure 98 shows the themes of comments received. The most prevalent themes were negative impact on traffic/road users, general disagreement and design comment/suggestion. Example comments are shown below.

Figure 98 – Themes of comments

Theme	No. of comments
Negative impact on traffic/road users	14
General disagreement	14
Design comment/ suggestion	10
General agreement	9
Environmental factors	8
Disagree with change to road layout	6
General cycle comment	5
Changes will improve safety	5
Accessibility issue	4
Agree with cycle tracks	4
Other	3
Disagree with shared paths	3



# Transforming Travel

Health/Disability issue	2
Agree with planting at Wimborne Rd/Oxford Lane	2
Disagree with cycle tracks	2
Disagree with crossing upgrades	1
Agree with parking/loading restrictions	1
Disagree with parking/loading restrictions	1
Agree with change to road layout	1

Base: 67 respondents

## Negative impact on traffic/road users

Some comments argued that the proposed removal of the filter lane would cause more congestion.

“Removal of dedicated right-hand turn will cause car congestion, thus increasing localised emissions.”

“The removal of the filter lanes will cause considerable gridlock and pollution and road rage...”

“The changes will constrict a major thoroughfare too much , they will cause delays , pollution , and accidents.”

## General disagreement

“Too much expense and disruption for a minority.”

“Stop building cycle lanes.”

“Many tens of miles of cycle path have already been built and have not led to a reduction in congestion, pollution or affected the obesity epidemic. These changes do not provide a sensible alternative to the car and will in fact only benefit an able bodied minority who will use it for recreation.”

## Design comment/suggestion

Design comments and suggestions varied but there were comments about whether the cycle paths could be extended further and there was a comment about alternative parking.

“Why does this cycle lane stop just BEFORE the school and library? A cycle route is only as good as the weakest link and here it just stops completely?”



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## Transforming Travel



“It’s a shame to not continue the path either side to get to Bear Cross Roundabout. Significant delays and lack of readability of the route on crossings will result in some avoiding the switch. Worry about what can be achieved by Kinson Library.”



“Currently parking between Poole La & Oxford La reduces the road width blocking the junction with large vehicles. Presumably some more parking can be provided in the blocked-up Oxford Lane.”





# Transforming Travel

## Kinson Roundabout – Northbourne Roundabout

This section details feedback received on the Kinson Roundabout – Northbourne Roundabout section on the survey (which is on the Merley, Poole to/from Christchurch route). The proposed changes on this section are:

- A new protected cycle track installed on both sides of Wimborne Road between Horsham Road and the East Howe Lane junction
- Loading and waiting restrictions introduced on Wimborne Road to prevent parking between Horsham Avenue and the eastern junction of Kinson Grove
- More priority for cyclists and pedestrians at the junctions of Wimborne Road and adjoining roads
- Four bus stop locations upgraded along the route, which could include accessibility improvements, new shelters and real-time information
- New shared space and upgraded crossings at the East Howe Lane junction
- The existing footway on the south side of the road upgraded to shared space, between the East Howe Lane junction and Northbourne Avenue
- Improvements around Northbourne Roundabout, including two-way cycle tracks on both sides of the road between Northbourne Avenue and the roundabout, new crossing points and a shared use path on the eastern side
- Changes to the current one-way system in place on the service road south of Wimborne Road – access for vehicles would be restricted between the main road and the service road, while the service road itself would become two-way, with some parking removed at the eastern end to enable access in both directions
- Changes to the Northbourne Roundabout junction to reduce waiting times for buses would be subject to future consultation



159 respondents



85 comments

The respondent breakdown was as follows:

A resident living in or immediately around one of the routes	108
A BCP Council resident	123
A Dorset Council resident	22
A visitor to the area	1
Someone who travels through the area for work, leisure or other	98
Someone who owns/runs a business in the area	19
Someone who works in the area	57
A member of a local group or organisation	9
Other	6

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

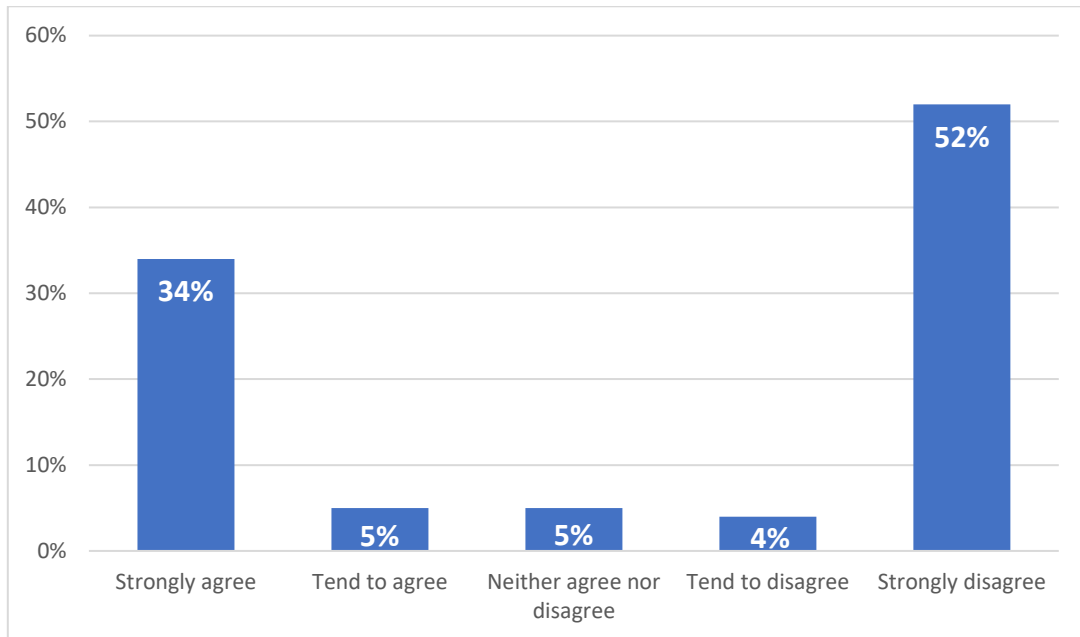


# Transforming Travel

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Just over one third of respondents (34%) strongly agreed with the proposals whilst just over half (52%) strongly disagreed.

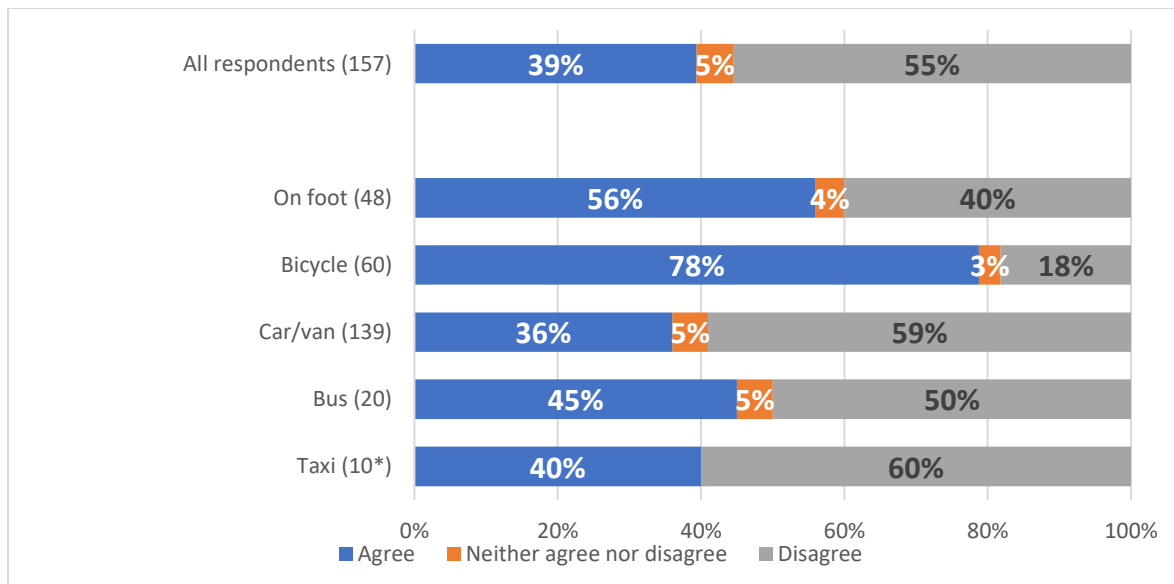
Figure 99 – Overall agreement/disagreement levels for Kinson Roundabout – Northbourne Roundabout (% respondents)



Base: All respondents

Figure 100 shows agreement levels by mode of travel on the Merley, Poole to/from Christchurch route. Respondents who travel by bicycle are significantly more likely to agree with the proposed changes than any other group.

Figure 100 – Agreement/disagreement levels by mode of travel (% respondents)



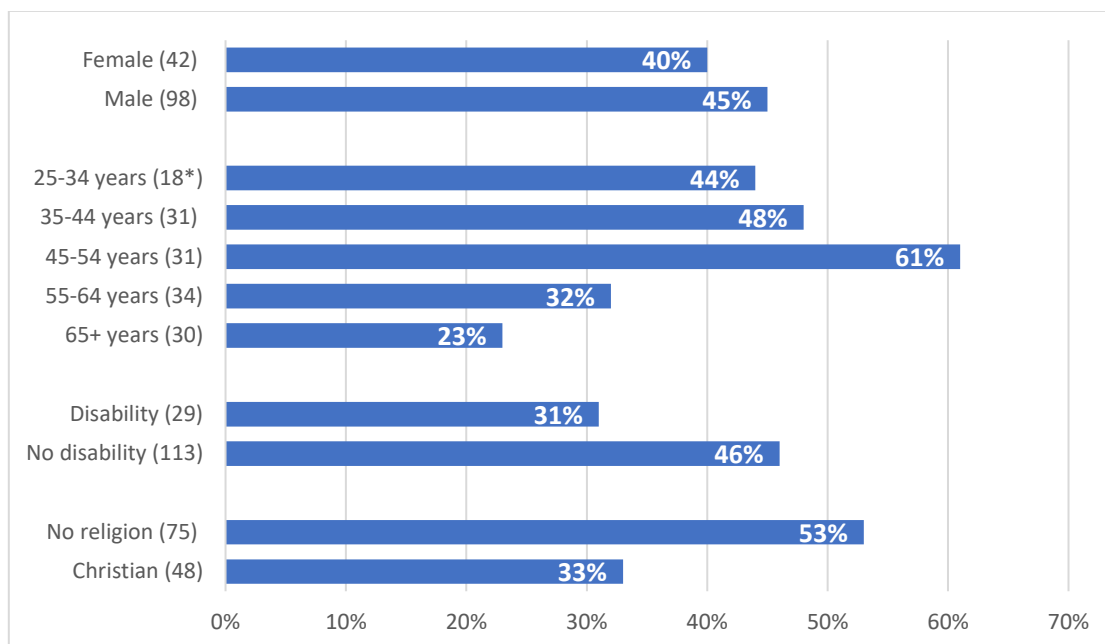
Base: Variable as shown (\* denotes low base. Excludes modes of transport with a base of less than 10)



# Transforming Travel

Figure 101 shows agreement levels by equalities groups. Ethnicity and sexual orientation have not been included due to low bases. Respondents aged 45 to 54 are significantly more likely to agree with proposed changes than those aged 55 and over. Respondents with no religion are significantly more likely to agree with proposed changes compared to Christian respondents.

Figure 101 – Agreement levels by equalities groups (% respondents)



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

Respondents were asked to explain why they agreed or disagreed with the proposed changes. Over 80 respondents made a comment in relation to Kinson Roundabout – Northbourne Roundabout. This included two written responses. Figure 102 shows the themes of comments received. The most prevalent themes were design comment/suggestion, general disagreement, negative impact on traffic/road users and general agreement. Example comments are shown below.

Figure 102 – Themes of comments

Theme	No. of comments
Design comment/ suggestion	20
General disagreement	19
Negative impact on traffic/road users	14
General agreement	12
Agree with cycle tracks	8
Disagree with waiting/loading restrictions	8
Disagree with cycle tracks	7
Environmental factors	6
Changes will improve safety	6
Disagree with shared paths	5
Accessibility issue	4
Other	3





General cycle comment	3
Health/Disability issue	3


Base: 85 respondents


## Design comment/suggestion


Design comments and suggestions varied but there were comments about the detail of the cycle track and issues travelling eastbound. There were also comments about where cars will be able to park if waiting restrictions come into force.

 “First section is good, Unfortunate to have shared path, and only on one side. Important link up Avebury Avenue towards Ferndown, and to Stour Valley Park via Brecon Close. If nothing on north side, could the crossing be here rather than at New Road ? Northbourne Roundabout is a bit of a mixed bag. Link onto New Road just seems to stop.”


 “No provision for eastbound cyclists. one shared path cannot support pedestrians and cycles going 2 ways.”


 “I think this is pretty good – again, I’m not sure a protected space is any better than a painted cycle lane, especially on a road so wide in a 30 limit. Enforcement of the no parking is key for this success. The big problem going east is east of the X at East Howe lane – the road carriageway is narrow, and crossing to the shared path on the south side is unlikely to be done by many cyclists.”

 “The north side of Wimborne road (Horsham avenue to Kinson Grove) is fully used for parking day and night , principally by the residents of the blocks of flats there , which have no off road parking facilities ..please advise where the residents will be expected to park if the on road facility is restricted or removed. Also, will the revised bus stops along this route be lay bys to allow traffic through flow. or will they continue to obstruct ALL traffic whilst in use by buses as they do currently?”

 “I live in Graycot Close which is a small culdesac off Wimborne Road. We are already blighted with cars and vans from non residents parking in our road. We get customers from the doctors and dentists surgeries parking in our road and at times we cannot park in front of our own house. Any reduction of parking in Wimborne Road is going to just push those who park in Wimborne Road in surrounding roads including Graycot Close. It is already very difficult for the refuse collectors to get their truck down our road and I think these changes will make things even worse. Graycot Close cannot support any more parking it is as simple as that. Wimborne Road is wide enough and has enough crossing points to have a single cycleway on the side where the flats are.”

## General disagreement

 “This seems totally pointless and will cause months of inconvenience.”

 “There are many less bike users than vehicles/pedestrians/mobility scooter users. This would make a bad road worse.”



# Transforming Travel

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"No gain from this."

## Negative impact on traffic/road users



"Roads are congested enough, don't make it worse."



"Yet again these proposals promote congestion and hinder/stop commercial traffic essential to business..."

## General agreement



"Great suggestions, I wouldn't consider riding this section at present, simply too many opportunities for vehicle drivers to crash into me, doors to be opened in my path, etc."



"Thank you for putting cyclists safety on your plan."



"I cycle and the roads need improvement. New cycle lanes would be great and help encourage more people to cycle."



# Transforming Travel

## Redhill Roundabout – Broadway Roundabout

This section details feedback received on the Redhill Roundabout – Broadway Roundabout section on the survey (which is on the Merley, Poole to/from Christchurch route). The proposed changes on this section are:

- Quiet route along Wimborne Road service road, between Redhill Roundabout and Muscliffe Lane
- Signal upgrade at Muscliffe Lane junction, giving more priority through the junction for buses
- A new two-way protected cycle track on the northern side of the road, between Muscliffe Lane and Redbreast Road North
- Between Redbreast Road North and Broadway Roundabout, a new one-way protected cycle track installed on both sides of Castle Lane West
- Right-turn lanes and central hatching removed at the junctions of Charnwood Avenue and West Way. Vehicles will still be able to turn right at these locations
- More priority for cyclists and pedestrians at the junctions of Castle Lane West and adjoining roads
- Seven bus stop locations to be upgraded along the route, which could include accessibility improvements, new shelters and real-time information
- Upgrades to existing crossing points and new crossings installed along the route
- An existing access point between the service road and Castle Lane West, on the north side of the road near Broadway Roundabout, to be closed to vehicles. Access would be maintained via alternative access points to the east and west
- Improvements to Broadway Roundabout, with new crossing points and separate space around the roundabout for those walking, cycling and driving
- Route would connect to existing provision along Castle Lane West towards Castlepoint Shopping Centre
- Three bus stop locations on Castle Lane West to be upgraded, which could include accessibility improvements, new shelters and real-time information



182 respondents



99 comments

The respondent breakdown was as follows:

A resident living in or immediately around one of the routes	131
A BCP Council resident	135
A Dorset Council resident	23
A visitor to the area	2
Someone who travels through the area for work, leisure or other	108
Someone who owns/runs a business in the area	19
Someone who works in the area	60
A member of a local group or organisation	8
Other	6

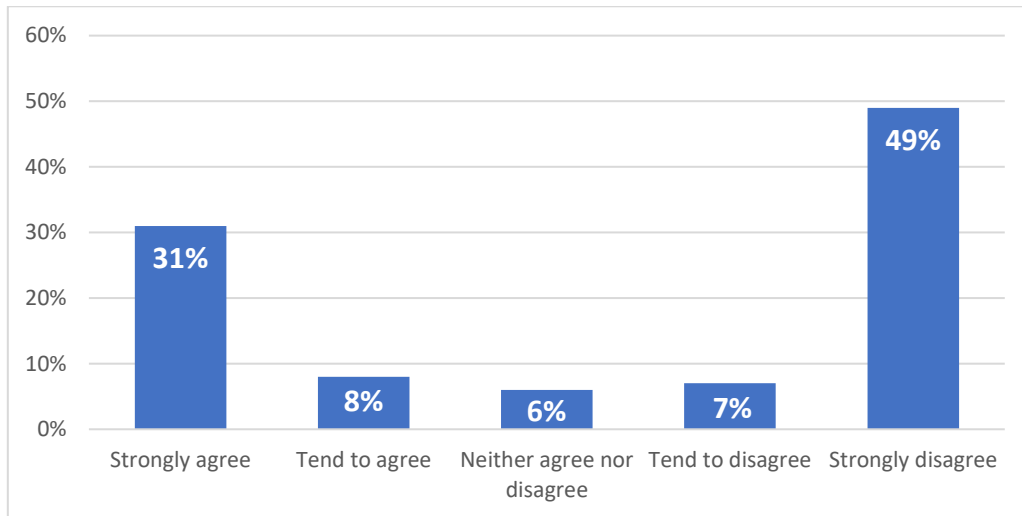
*Note: respondents were able to select more than one category*



# Transforming Travel

Just under one third of respondents (31%) strongly agreed with the proposals whilst just under half (49%) strongly disagreed.

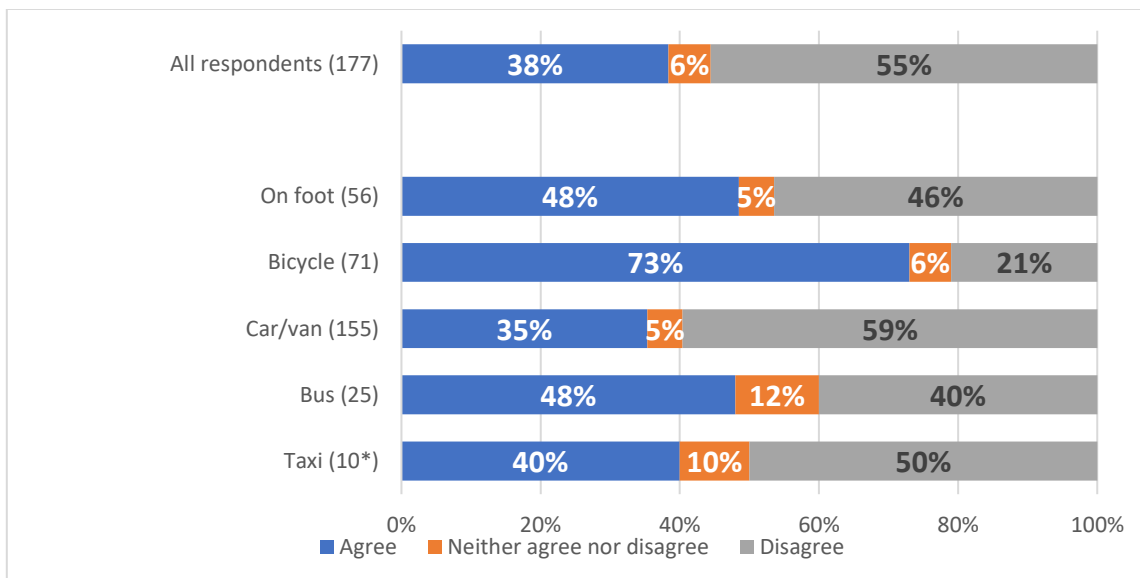
Figure 903 – Overall agreement/disagreement levels for Redhill Roundabout – Broadway Roundabout (% respondents)



Base: All respondents

Figure 104 shows agreement levels by mode of travel on the Merley, Poole to/from Christchurch 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 104 – Agreement/disagreement levels by mode of travel (% respondents)



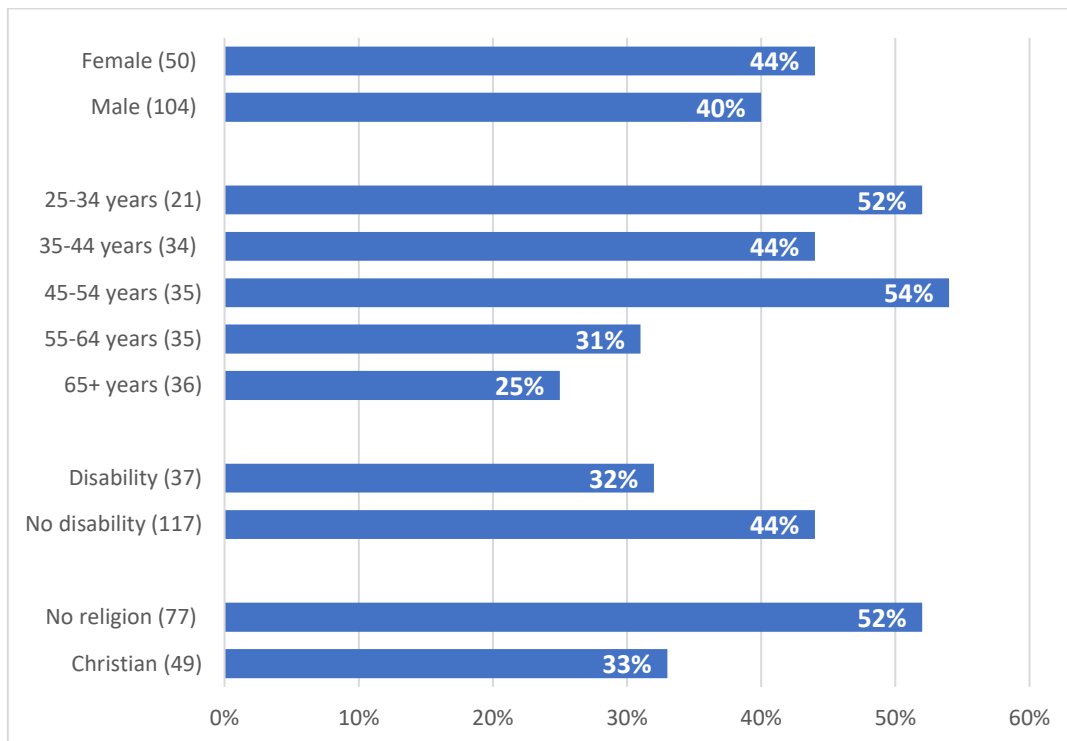
Base: Variable as shown (\* denotes low base. Excludes modes of transport with a base of less than 10)



## Transforming Travel

Figure 105 shows agreement levels by equalities groups. Ethnicity and sexual orientation have not been included due to low bases. Respondents aged 55 and over were significantly less likely to agree with the proposed changes than those aged 45 to 54.

Figure 105 – Agreement levels by equalities groups (% respondents)



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

Respondents were asked to explain why they agreed or disagreed with the proposed changes. Almost 100 respondents made a comment in relation to Redhill Roundabout – Broadway Roundabout. This included four written responses. Figure 106 shows the themes of comments received. The most prevalent themes were negative impact on traffic/road users, design comment/suggestion and disagreement with removal of turn lane/access points. Example comments are shown below.

Figure 106 – Themes of comments

Theme	No. of comments
Negative impact on traffic/road users	29
Design comment/ suggestion	23
Disagree with removal of turn lanes/ access points	21
Disagree with two-way protected cycle track	16
General disagreement	16
General agreement	14
Environmental factors	9
Changes will improve safety	8
General cycle comment	7
Access issue	5
Disagree with shared path	5





# Transforming Travel

Disagree with crossings	4
Agree with two-way protected cycle track	4
Agree with bus stop upgrades	4
Disability/ Health Issue	3
Disagree with bus stop upgrades	2
Agree with crossings	2

Base: 99 respondents

## Negative impact on traffic/road users



“You rarely see anyone using the raised cycleway which is along part of the route now. Most people use the back roads. The roads are busy in normal times and this will just add to the congestion.”



“Although they look OK on paper these cycle lanes are barely used by cyclists and it will interfere too much with traffic flow causing more congestion and increased pollution by longer travelling times for cars and buses.”



“The whole of this route is a significant East West East route. Any restrictions to traffic flow will have the effect of increasing queues and thereby pollution. All these proposals fall into this category...”

## Design comment/suggestion

Design comments and suggestions varied but there were comments in relation to other potential revised junction layouts and extending the cycle lane.



“Muscliffe Lane/Castle Lane traffic lights need re-prioritising. Allowing the northbound traffic to continue through the first set of lights while the filter to Muscliffe Lane is on, means that the lanes are then full when traffic wants to turn right out of Muscliffe Lane. When green filter is on, straight on needs to be set at red. Secondly the green filter into Muscliffe Lane northbound always comes on, even when there is nothing turning. This phase should be over-riden giving Muscliffe Lane an extended green phase.”




“This route is important for cyclists and would be beneficial. The traffic lights will also help as improvement is required. The other issues are coming out of Muscliffe onto castle lane by pizza hut. There are regular dangerous road positioning of cars due to the amount of cars trying to come out of Muscliffe lane. This needs serious consideration.”





“In my opinion the cycle lane on the north side of Castle Lane West should be two way between Muscliffe Lane and Broadway Roundabout. This avoids the need for cyclists to negotiate the busy Redhill roundabout when cycling northbound from Broadway Roundabout then onto Redhill Roundabout. Cyclists can then re-join the correct side of the road once they go through the underpass under Whitelegg Way to join Wimborne Road which runs parallel to Wimborne Road.”


### Disagree with removal of turn lanes/ access points

Comments here mainly related to the impact on residents if the existing access was closed and the right-turn lane removal would increase traffic.

 “Closing the centre access from the service road has not been thought out at all, it’s the only access point with a clear line of sight for traffic exiting the service road, and the speeds that the traffic using Castle Lane West use means you need all the vision you can get!! I know, I live there!! What we really need is a speed reduction scheme , as Castle Lane West is used as a race track when it’s not grid locked. We’ve already got a Cycle Track as the service Road is ideal, but the very few cyclists I see still insist on using the footpath in the slip road!”

 “We use the access to the service road every time we use our car. Turning into the first access to the service road is very difficult because of the pedestrian crossing as you leave the Broadway roundabout, {which is very useful when walking} however to then hold up traffic to immediately turn right in the car causes frustration for other drivers. At the other end of the service road at the present time is one way and the and road visibility is poor just there so we avoid using this exit. The other point is Castle Lane West is extremely busy and to do away with the right turn lane onto West Way would be extremely dangerous for both pedestrians and cars bearing in mind the petrol station and shop on that corner...”

 “Never had an issue turning into west way, so why change the layout, if you were adding a hatched box over entrance of road that would be better, but nonsense to take away the turning lane, it's a wide road so plenty of room.”

 “I disagree with the removal of dedicated right turn lanes. These would have been originally installed to prevent congestion caused by vehicles waiting to turn right...”



# Transforming Travel

## Castle Lane West – Parley Lane

This section details feedback received on the Castle Lane West – Parley Lane section on the survey (which is on the Merley, Poole to/from Christchurch route). The proposed changes on this section are:

- A quiet route from Castle Lane West, along Broadway Lane and through residential estates towards Throop Road, heading across the River Stour and northwards towards Parley Lane
- The existing footpath upgraded to a 3.5m-wide surfaced path for cycle and walking
- New toucan crossing on Parley Lane, connecting into the existing shared path on the north side of the road



196 respondents



103 comments

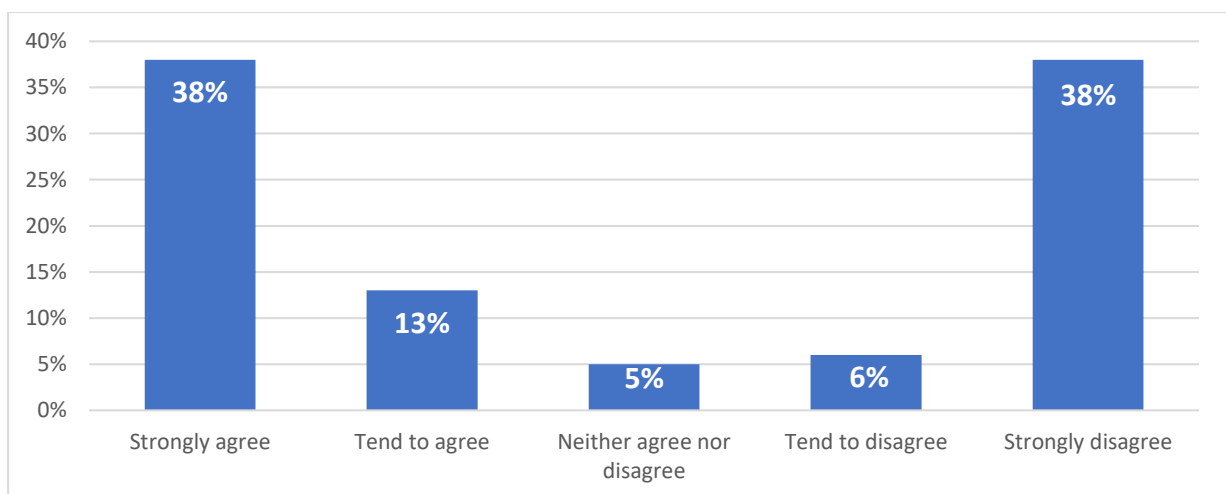
The respondent breakdown was as follows:

A resident living in or immediately around one of the routes	143
A BCP Council resident	150
A Dorset Council resident	29
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	18
Someone who works in the area	63
A member of a local group or organisation	13
Other	9

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

Views were fairly evenly split with almost two fifths (38%) of respondents strongly agreeing and strongly disagreeing to the proposals. However, more respondents tended to agree (13%) than tended to disagree (6%).

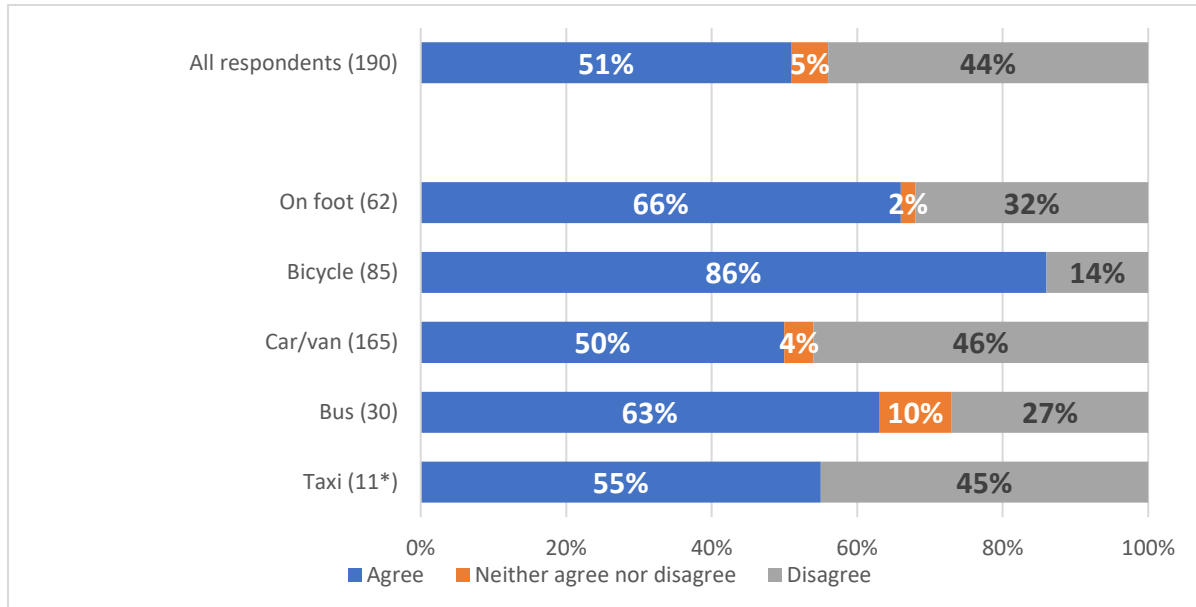
Figure 1007 – Overall agreement/disagreement levels for Castle Lane West – Parley Lane (% respondents)



Base: All respondents

Figure 108 shows agreement levels by mode of travel on the Merley, Poole to/from Christchurch route. Respondents who travel by bicycle are significantly more likely to agree with the proposed changes than any other group.

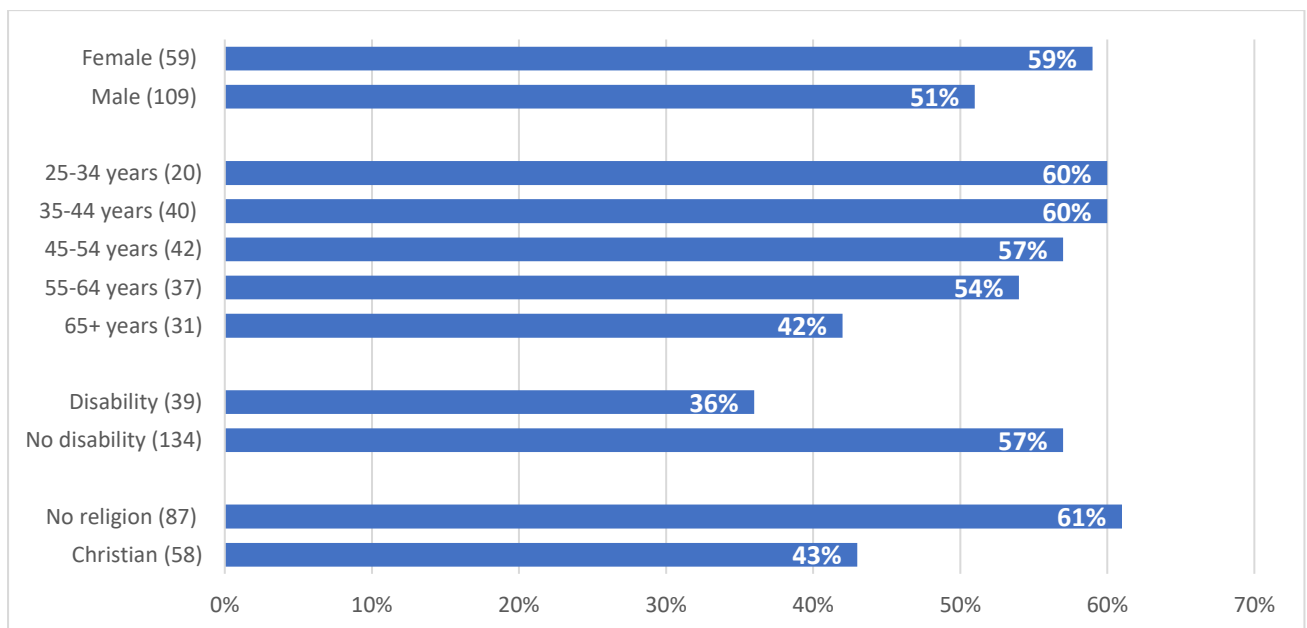
Figure 108 – Agreement/disagreement levels by mode of travel (% respondents)



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

Figure 109 shows agreement levels by equalities groups. Ethnicity and sexual orientation have not been included due to low bases. Respondents with a disability are significantly less likely to agree with the proposed changes compared to those without a disability.

Figure 109 – Agreement levels by equalities groups (% respondents)



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



## Transforming Travel

Respondents were asked to explain why they agreed or disagreed with the proposed changes. Just over 100 respondents made a comment in relation to Castle Lane West – Parley Lane. This included five written responses. Figure 110 shows the themes of comments received. The most prevalent themes were design comment/suggestion, general agreement, negative impact on traffic/road users, general disagreement and agreement with the footpath upgrade. Example comments are shown below.

Figure 110– Themes of comments

Theme	No. of comments
Design comment/ suggestion	29
General agreement	16
Negative impact on traffic/road users	13
General disagreement	13
Agree with footpath upgrade	13
Environmental factors	11
Disagree with footpath upgrade	7
Other	6
General cycle comment	6
Accessibility issue	5
Agree with quiet route	5
Disagree with quiet route	4
Health/Disability issue	3
Changes will improve safety	2
Agree with new crossing	2
Disagree with new crossing	1
Disagree with shared path	1

Base: 103 respondents

### Design comment/suggestion

Design comments and suggestions varied but there were comments in relation to whether the upgraded footpath should be made separate for walking and cycling and also whether it will be lit. There were also comments about the suitability of Broadway Lane as a quiet route.

“Separate walking and cycling tracks need to be installed instead of a shared use path on the existing footpath. In rural areas like this, shared use paths are used by dog walkers who inevitably have dogs off lead and creates conflict. These rural routes also need to be lit if they are to be used (as is the intention) by commuters to and from the aviation parks.”

“Will this section be lit? Making it safer for commuting in the dark?...”

“Proposals around Parley Lane are good. However, clarification on using Broadway Lane is needed as designating this road to be a quiet route is confusing if motor traffic to SANG increases. There are nearby roads that could be used as quiet routes to get from the SANG to Castle Lane West for walking and cycling through residential roads.”



“Has anyone actually observed the traffic along Broadway Lane, especially school times, it is so hazardous. It is a very busy road and narrow with double parking, the zebra crossing is very dangerous, an accident waiting to happen. You are saying to make a quiet route but you are wanting to encourage traffic, cars and coaches to open Throop to be a visitor centre?”

## General agreement

“Think this upgrade will be great, will allow my family to cycle out to river stour, access to nature.”

“Excellent idea. I would use it as a route from the New Forest (via Avon Causeway) back home to Branksome via Redhill. The only current way is either via Christchurch or Ensbury Bridge.”

“Will help encourage locals to walk there.”

## Negative impact on traffic/road users

“This route is already congested with cars, and this would just make it worse.”

“Any form of crossing on parley Lane will cause accidents & increase traffic hugely.”

“This will result in more congestion & air pollution to the already gridlocked roads in the area.”

## General disagreement

“The proposed changes are at the expense of current vehicular traffic and as such are impractical and unacceptable.”

“Waste of time and money.”

“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.”

## Agree with footpath upgrade

“So excited about this stage of the new path! Great job!”

“Can be very muddy after rainfall, new surface path would be very welcome.”

“A surfaced path north of the river would be a massive improvement and make this a properly viable route to use year-round. It is so muddy in the winter months I even avoid running this route.”



## Transforming Travel

### Yeomans Way Roundabout – Cooper Dean Roundabout

This section details feedback received on the Yeomans Way Roundabout – Cooper Dean Roundabout section on the survey (which is on the Merley, Poole to/from Christchurch route). The proposed changes on this section are:

- Signal upgrades at Yeomans Way Roundabout and Woodbury Roundabout, providing more priority for buses over the junctions
- A new protected cycle track installed on the north side of Castle Lane West between Woodbury Avenue and Ibbertson Road, connecting to the existing shared path into Cooper Dean Roundabout
- A new two-way protected cycle track on the south side of Castle Lane West connecting the service roads
- Three bus stop locations to be upgraded along the route, which could include accessibility improvements, new shelters and real-time information
- Changes to the road layout to provide space for cycle track, with one lane of traffic maintained in each direction
- Improvements made to existing crossing points along the route and more priority for cyclists and pedestrians travelling along Castle Lane West across adjoining roads
- Existing access point closed to vehicles between Castle Lane West and the parallel service road on the southern side, near Cooper Dean Roundabout

Opportunities for improvements to bus journey times and cycling/walking facilities between Yeomans Way Roundabout and Woodbury Roundabout are also being explored around Castlepoint Shopping Centre and would be subject to further consultation.

Proposed future development on the northern side of Castle Lane East could have a significant impact on the road network in this location. As such, sustainable transport improvements on this section will be considered as the development work progresses.



178 respondents



94 comments

The respondent breakdown was as follows:

A resident living in or immediately around one of the routes	125
A BCP Council resident	137
A Dorset Council resident	22
A visitor to the area	1
Someone who travels through the area for work, leisure or other	105
Someone who owns/runs a business in the area	16
Someone who works in the area	57
A member of a local group or organisation	10
Other	8

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

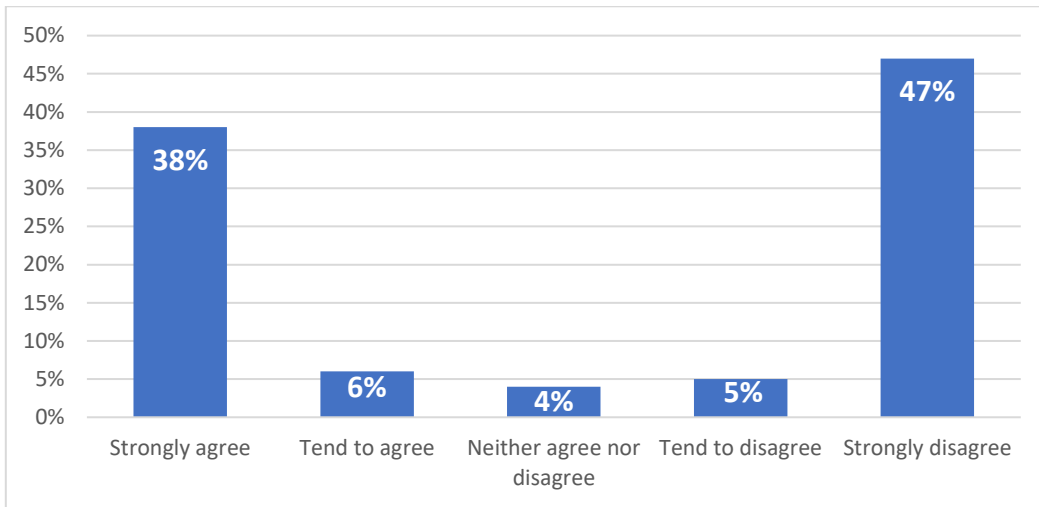


# Transforming Travel

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Almost two fifths of respondents (38%) strongly agreed with the proposals whilst just over half (47%) strongly disagreed.

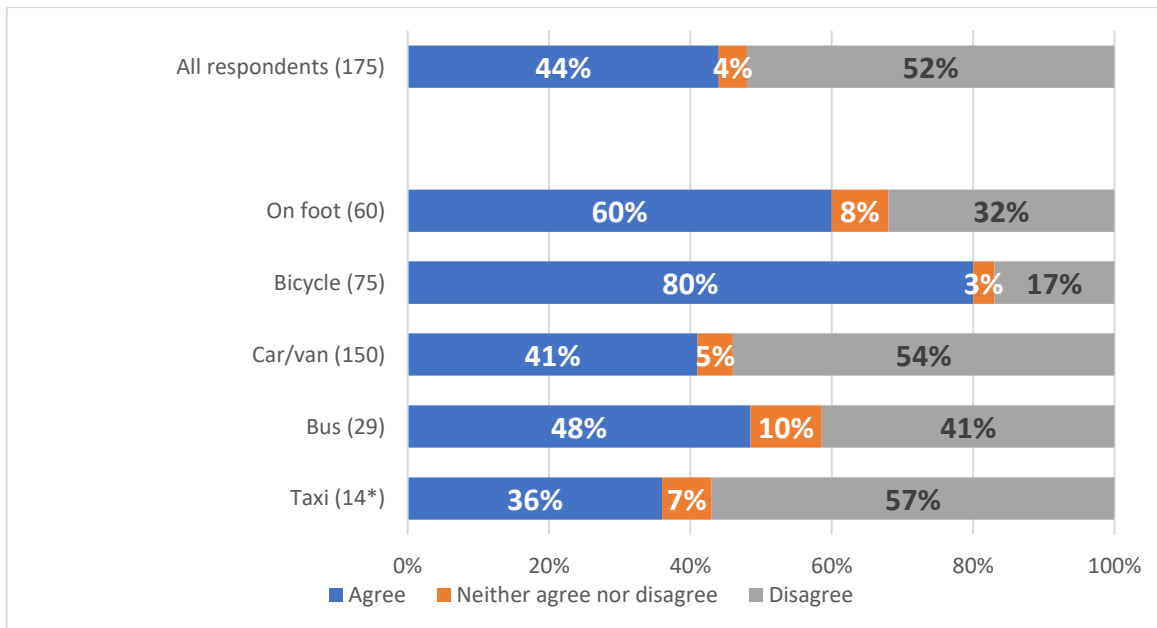
Figure 1111 – Overall agreement/disagreement levels for Yeomans Way Roundabout – Cooper Dean Roundabout (% respondents)



Base: All respondents

Figure 112 shows agreement levels by mode of travel on the Merley, Poole to/from Christchurch route. Respondents who travel by bicycle are significantly more likely to agree with the proposed changes than any other group.

Figure 112 – 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)

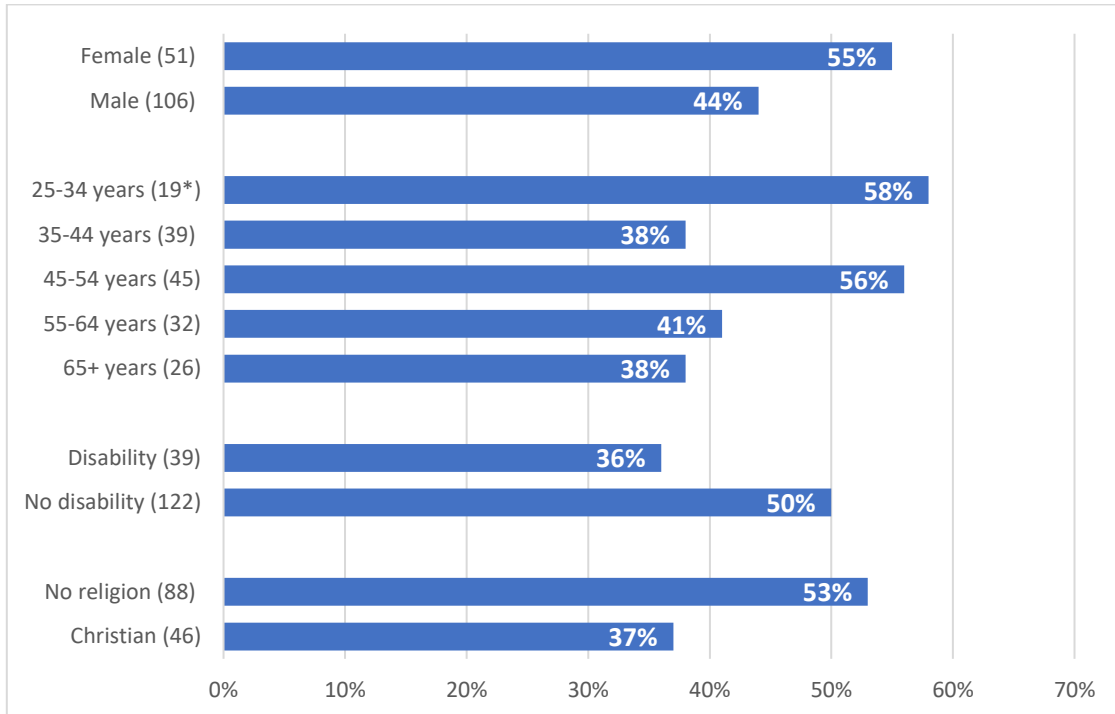




## Transforming Travel

Figure 113 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 113 – Agreement levels by equalities groups (% respondents)



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

Respondents were asked to explain why they agreed or disagreed with the proposed changes. Over 90 respondents made a comment in relation to Yeomans Way Roundabout – Cooper Dean Roundabout. Figure 114 shows the themes of comments received. The most prevalent themes were design comment/suggestion, general disagreement and general agreement. Example comments are shown below.

Figure 114 – Themes of comments

Theme	No. of comments
Design comment/ suggestion	28
General disagreement	15
General agreement	12
Disagree with protected cycle track	9
Negative impact on traffic/road users	9
Environmental factors	8
Agree with protected cycle track	8
Changes will improve safety	6
Disagree with shared path	6
Accessibility issue	5
General cycle comment	5
Disagree with closure of access point	5



Health/Disability issue	4
Other	3
Disagree with changes to road layout	3
Agree with signal upgrades	2
Agree with bus stop upgrades	1
Disagree with signal upgrades	1

Base: 94 respondents

## Design comment/suggestion

Comments vary but there were a few comments in relation to traffic signals in the area and also comments about joining up/extending the route further.

“Timings of the traffic signals at the two Castlepoint roundabouts need serious consideration, as the phases are poorly synchronised around each roundabout. Timings should be dynamic at off peak times as often waiting times are excessively long for the traffic actually passing through the junctions. This is a major issue with the majority of Siemens signal junctions across BCP (and elsewhere), where "all-red" time is too long. This is also the case with pedestrian crossings - up to 20 seconds after pedestrians have cleared the crossing / red man appears. Marginal changes would reduce signal cycle times and increase capacity through junctions.”

“If the cycle path crosses Ibbertson Road, can the pedestrian crossing lights heading away from castle point be connected to the cars exiting Ibbertson as its tough enough to get out anyway but add cyclists crossing and the way people drive to get out onto the main road, there is likely to be accidents.”

“...There needs to be better way of getting out of Woodbury Avenue and turning right onto Castle Lane, currently not effected by any lights and they change too quick to safely get out. Lights for pedestrians on the roundabout are extremely dangerous (especially going into Castlepoint) as they let the traffic go from the roundabout and many motorists don't realise that they need to stop which puts them on the yellow cris cross boxes.”

“Traffic light signals on both Yeomans Way & Woodbury roundabouts currently fail to react to approaching traffic, especially at quieter periods, leading to extended waiting times and frustrated drivers ignoring red lights. Current north bound bus stop outside the Post office is not deep enough for buses to stop without obstructing traffic.”

“Although improvements will help cyclists travelling through the area, I am at a loss to understand why more effort is not being put in to linking the network with Castlepoint. I appreciate the rebuilding of the car park has caused issues for cycle provision but surely the aim is to link facilities not just provide a continuous cycle route from Christchurch to Merley. Castlepoint is the second largest shopping centre in the conurbation but access to it other than for car users is woeful. There is no clear cycle access and the green route within the centre is invariably blocked even before the rebuilding works.”

“One area that needs particular attention is the road outside Castle Lane pharmacy. There is no provision for cyclists heading south east so they tend to just cycle the wrong way down a one-way street, putting them at risk.”

**General disagreement**

“This is a busy, congested route predominately used by vehicles, it would be dangerous to narrow vehicle lanes for the sake of a few cyclists - utterly ridiculous, waste of money.”

“Complete waste of time and money. The cycle lanes are barely used as it is..”

**General agreement**

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

“It's great to see cycle improvements being made.”



# Transforming Travel

## Iford Roundabout – Fountain Roundabout

This section details feedback received on the Iford Roundabout – Fountain Roundabout section on the survey (which is on the Merley, Poole to/from Christchurch route). The proposed changes on this section are:

- A new two-way protected cycle track on the north side of the A35 between Bridle Crescent and the existing crossing point at the south-western end of Iford Bridge
- A new two-way protected cycle track on the south side of the A35 between the existing crossing point at the south-western end of Iford Bridge and Bailey Roundabout, bypassing Jumpers Roundabout. On-street parking on Barrack Road would be relocated to adjoining roads to create space for the cycle track
- More priority for cyclists and pedestrians at the junctions of Barrack Road and adjoining roads
- New planting installed at the junction of Stourvale Avenue and The Grove, preventing access for vehicles. Access for cyclists and pedestrians would not be affected
- New toucan crossing points to be installed along route
- Up to eighteen bus stop locations to be upgraded between Cooper Dean Roundabout and Fountain Roundabout, which could include accessibility improvements, new shelters and real-time information
- Road layout revised at Bailey Roundabout, allowing east-bound traffic to bypass the roundabout, and a new parallel crossing installed on Bailey Drive
- The existing shared use path on the south side of Barrack Road would be improved between Bailey Roundabout and Fountain Roundabout, connecting into facilities at the Stour Road junction



332 respondents



245 comments

The respondent breakdown was as follows:

A resident living in or immediately around one of the routes	234
A BCP Council resident	252
A Dorset Council resident	28
A visitor to the area	1
Someone who travels through the area for work, leisure or other	195
Someone who owns/runs a business in the area	29
Someone who works in the area	96
A member of a local group or organisation	14
Other	12

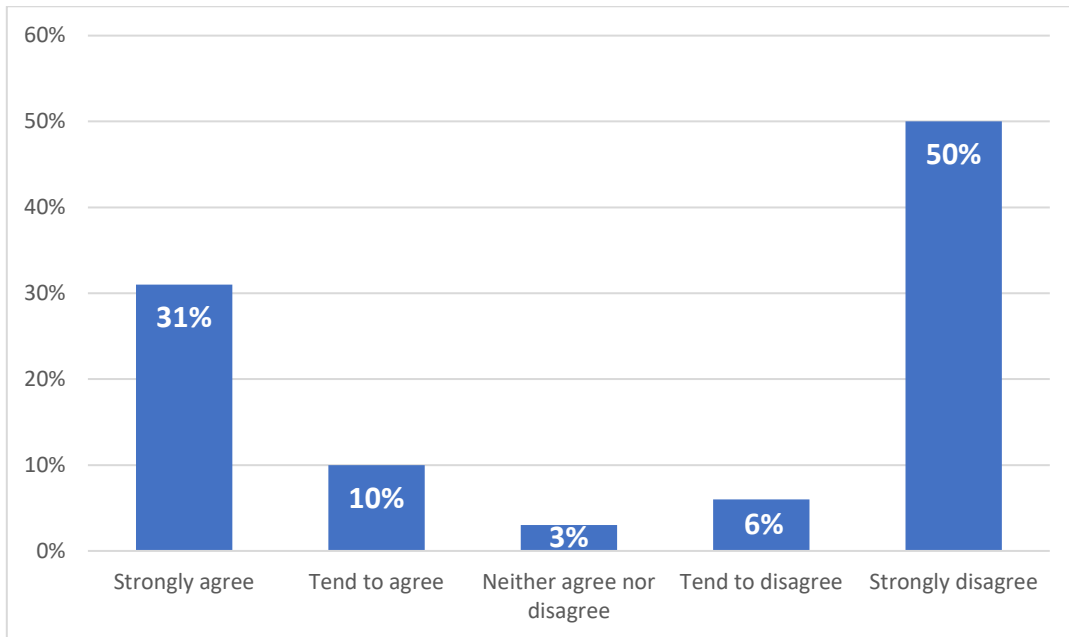
*Note: respondents were able to select more than one category*



# Transforming Travel

Just under one third of respondents (31%) strongly agreed with the proposals whilst half of respondents (50%) strongly disagreed.

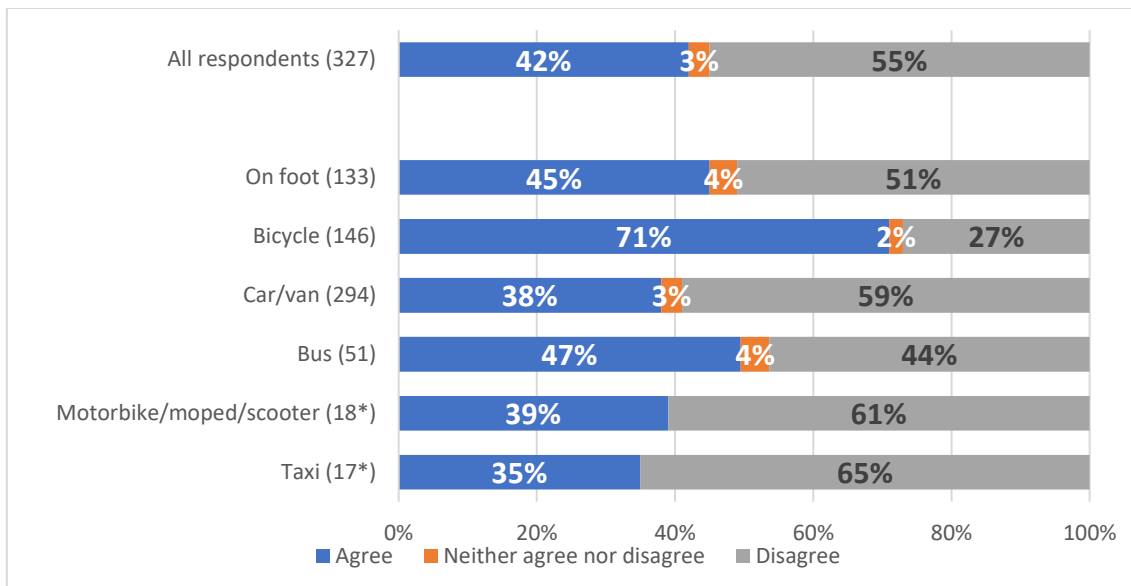
Figure 1215 – Overall agreement/disagreement levels for Iford Roundabout – Fountain Roundabout (% respondents)



Base: All respondents

Figure 116 shows agreement levels by mode of travel on the Merley, Poole to/from Christchurch route. Respondents who travel by bicycle are significantly more likely than any other group to agree with the proposed changes.

Figure 116 – Agreement/disagreement levels by mode of travel (% respondents)

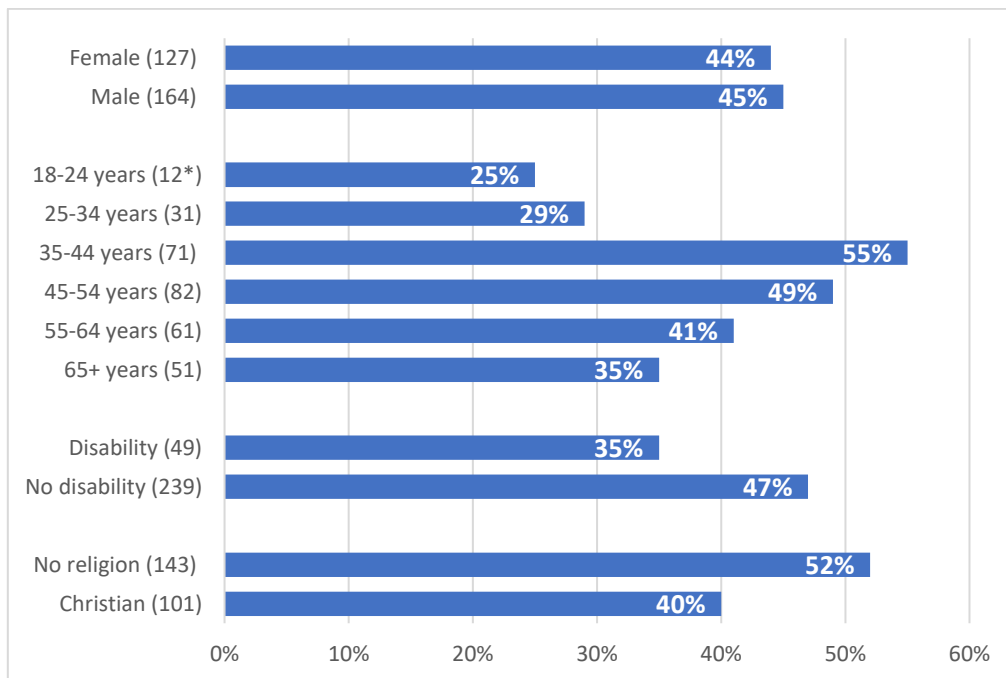


Base: Variable as shown (\* denotes low base. Excludes modes of transport with a base of less than 10)



Figure 117 shows agreement levels by equalities groups. Ethnicity and sexual orientation have not been included due to low bases. Respondents aged 35 to 44 were significantly more likely to agree with the proposed changes than those aged 25 to 34 and 65 and over.

Figure 117 – Agreement levels by equalities groups (% respondents)



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

Respondents were asked to explain why they agreed or disagreed with the proposed changes. Over 240 respondents made a comment in relation to Iford Roundabout – Fountain Roundabout. This included six written responses. Additionally, there was a business/resident petition. The lead petitioners were owners of two businesses on Barrack Road. The wording of the petition was: “We are petitioning to stop the new cycle lane proposal along Barrack Road Christchurch due to safety reasons and the removal of much needed parking for residents and businesses.”

- Online signatures: there were 178 online signatures (via change.org) - 108 of which stated their location as being in Bournemouth, Christchurch or Poole.
- Hard copy signatures: there were 50 hard copy signatures (with addresses or postcodes included) - 42 of which lived in Bournemouth, Christchurch or Poole.

Figure 118 shows the themes of comments received. The most prevalent themes were disagreement with relocation of parking, disagreement with the two-way protected cycle track and the negative impact on traffic/road users. Example comments are shown below.


Figure 118– Themes of comments


Theme	No. of comments
Disagree with relocation of parking	72
Disagree with two-way protected cycle track	60
Negative impact on traffic/road users	58
Design comment/ suggestion	40
General agreement	39
Accessibility issue	23
Agree with two-way protected cycle track	19
Changes will improve safety	18
General disagreement	18
Environmental factors	14
Health/Disability issue	12
Other	11
Disagree with planting at Stourvale Ave/The Grove	7
Disagree with shared path	6
General cycle comment	5
Agree with new crossings	5
Disagree with road layout revisions	4
Disagree with new crossings	5
Agree with road layout revisions	3
Agree with planting at Stourvale Ave/The Grove	1

Base: 245 respondents

### Disagree with relocation of parking

The majority of comments against relocation of parking were in relation to there not being available parking in the side road and side roads were already very full. There were also comments about people with disabilities not being able to park near local shops and the negative impacts for local businesses.

 “While I'm usually hugely supportive of bicycle lanes, in this case it just really really doesn't work for the area - Barrack Road is ridiculously limited for parking already, which is a problem for both residents and small business owners - so where parking is required, people already have to travel a ways into the side roads at times, of which there are only a few, such as Somerset Road, and Burnett Avenue etc. which are already at max capacity. You only have to drive down these roads to see overly full they are. I personally have to park really far away from my flat already, and struggle to find a space at times. There's also additional developments proposed for large amounts of flats to be built on Barrack Road which have been proposed with a ridiculously small amount of parking, so again if these developments get approved then even more traffic will be flooding these already at capacity side roads. I'm all for bicycle lanes, but this plan is really short sighted. I've seen a few cyclists travel down Barrack road anyway and never seen them to hinder traffic or be in any danger to themselves.”

 “I object to the parking from Barrack road being located to the surrounding roads. The parking is already full on these roads and the area will not cope with any extra vehicles. There are vehicles now parked on junctions/ double yellow lines.”



"It would be carnage, the parking on the surrounding roads on barrack road is bad enough now, without this proposal plus all the flats being proposed to be built on barrack road with insufficient parking will add to the problem."



"As a mobility impaired person this will make it almost impossible for me to visit any shops in Barrack Rd as I would not be able to walk from the side road parking."



"Shops will lose passing trade if the parking is relocated - drivers won't bother to try and find a space in a side rd on if they just want a newspaper etc during the working day."



"Work in one of the businesses along barrack road and have many customers who visit us, therefore need somewhere to park. They travel a while to see us so therefore need decent parking spaces that is not the retail park."

## Disagree with two-way protected cycle track

Many comments in this theme related to the two-way cycle track being dangerous as cyclists would be riding in the opposite direction to oncoming traffic with no physical barrier.



"A 2 way cycle lane is dangerous unless there is a physical barrier to prevent oncoming traffic veering into oncoming cyclist. It would only take a pedestrian to step onto the cycle path and cause the cyclist to veer into the traffic. Pedestrians crossing the road would have to look 4 different ways instead of 2. Just extend and widen slightly the existing marked cycle ways. If a pedestrian steps into the road the cyclist at least would be travelling in the same direction and not far off the speed of the following traffic."



"I do not consider the proposals will provide a sufficient degree of separation between cycles and cars to make these changes an attractive or viable alteration using the main carriageway. I would not wish my children to use the route as proposed."



"Strongly disagree with the two way cycle routes. These are so dangerous, cyclists riding the wrong way in the road will lead to deaths from cars coming out of side roads and oncoming traffic."



"I feel a two way cycle path on one side of a two way road is dangerous, I would not want to use it as a cyclist and find it dangerous as a motorist when turning across the cycle lanes."

## Negative impact on traffic/road users

Comments here signified that the proposed plans would increase traffic and congestion as the road width would be decreased.





## Transforming Travel



“Although good for cyclists it will totally jam up essential traffic. The design us all wrong and will cause accidents!”



“Such a busy road this will create more congestion on an already busy road. I do not see a lot of cyclist on my way to and from work so do not think there is enough bike traffic to warrant all this work.”



“Barrack Road is congested for the majority of most days, including at weekends. I understand the road is to be narrowed to allow for a two way cycle lane. If that is the intention, it will further compound traffic issues.”



“Your proposals are insane, this will cause so much congestion, so many traffic jams and delays and pose dangers to all road users - the carriageways are not wide enough as it is, they are barely accommodate the existing traffic, most people use cars and will continue to use cars for reasons of time, logistics, commitments, health etc etc.”



“Route already congested, further pedestrian crossings will cause further congestion and hence more pollution. Any reduction in width of carriageway will result in avoidable delays to emergency vehicles especially ambulances being unable to pass through to Bournemouth hospital, it is a very busy route for them! Would it be better to route cyclists and pedestrians along the river where pollution would be less of a problem?”

## Additional comments and feedback

There were over 480 general comments received, just under 50 of which were additional written responses. The themes of these comments are shown in figure 119. The most prevalent themes were design comment/suggestion, car/motor vehicle comment and cycling/e-bike/e-scooter comment.

Figure 119– Themes of comments

Theme	No of comments
Design comment/ suggestion	105
Car/ Motor vehicle comment	91
Cycling/e-bike/e-scooter comment	84
Other areas need attention	78
General agreement	57
General disagreement	43
Consultation comment	30
Poole town centre to/from Ferndown and Wimborne route comment	28
Merley, Poole to/from Christchurch route comment	24
Environment	23
Shared paths	21
Public transport	18
Disability/ Health/ inclusivity	17
Access	13
General comment	7
Crossings	4

Base: 484 comments



## Appendix 1 – Respondent Profile

Group	Breakdown	Number of respondents
Gender	Male	478
	Female	342
	Other	9
	Prefer not to say	123
Age	18 - 24 years	25
	25 - 34 years	96
	35 - 44 years	178
	45 - 54 years	182
	55 - 64 years	174
	65+ years	191
	Prefer not to say	109
Disability	Yes	153
	No	654
	Prefer not to say	138
Ethnicity	White British	713
	White Other	24
	BME	20
	Prefer not to say	167
Religion	No religion	382
	Christian	293
	Other religion	32
	Prefer not to say	221
Sexual Orientation	Heterosexual	638
	All other sexual orientations	41
	Prefer not to say	230
Transgender	Yes	7
	No	749
	Prefer not to say	165



# Transforming Travel

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Respondent type	Number of respondents
A resident living in or immediately around one of the routes	674
A BCP Council resident	586
A Dorset Council resident	172
A visitor to the area	12
Someone who travels through the area for work, leisure or other	502
Someone who owns/runs a business in the area	83
Someone who works in the area	239
A member of a local group or organisation	57
Other	54

## Local groups and organisations:

BH Active Travel	Road Haulage Association
Christchurch climate action group	Active Dorset
Christchurch Bicycle Club	Broadstone Neighbourhood Forum
Canford Parish Church	Kinson Business Forum
Bearwood action group	Ward Councillors
Ferndown Town Council	Ferndown Allotment Association
Sunrise Travel Companions	Ferndown Dementia Group
South west Transport network	Hurn Parish Council
Bedtime, Christchurch	Dyson Centre, Christchurch
Adventure Wonderland	Trehane Nursery
Brothers Farm	Christchurch Town Council
Highcliffe & Walkford Parish Council	North Bournemouth Area Forum
The Ferndown & Uddens Business Improvement District	