

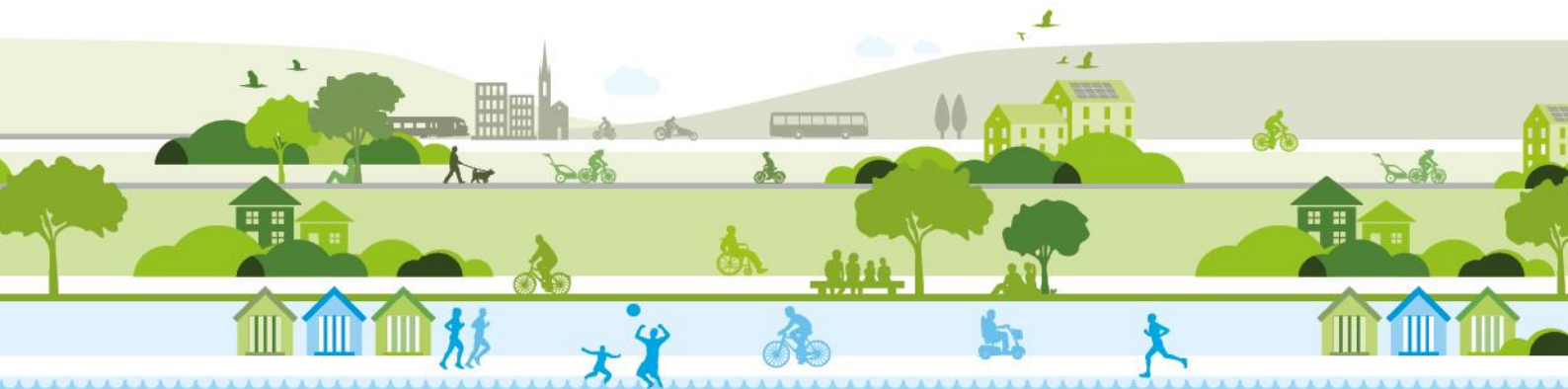
WIMBORNE ROAD REPORT

Poole town centre to/from Merley

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Introduction

BCP Council, on behalf of Dorset Council and BCP Council, ran a consultation on the proposed changes and designs of the Transforming Cities Fund (TCF) programme. This consultation ran from:



24 February 2021 – 31 March 2021

This report details feedback received on the Wimborne Road section on the survey (which is on the Poole town centre to/from Merley route). The proposed changes on this section are:

- More priority for cyclists and pedestrians and wider footways on Serpentine Road
- New parallel crossings at the Wimborne Road/Denmark Lane/Serpentine Road roundabout
- Light segregation (e.g. flexible poles) to be installed on the existing on-road cycle lane on the western side of Wimborne Road between the roundabout and Heckford Road
- The existing bus lane on the eastern side of Wimborne Road maintained
- New toucan crossings along Wimborne Road
- A new two-way protected cycle track on the western side of Wimborne Road, with access maintained to/from properties where required
- On-street parking to be removed along the western side of road
- More priority for people walking and cycling along Wimborne Road across most adjoining roads
- No access for vehicles between Wimborne Road/Stokes Avenue. Access would be maintained for people walking or cycling
- Upgrade of the New Inn junction, providing dedicated signal timing for cyclists and priority to those walking and cycling

Methodology

The consultation was run online using BCP Council's engagement platform. The platform hosted accompanying information outlining the proposed changes and designs as well as some example images of what the proposed changes could look like. A survey was also hosted on the platform which allowed respondents to provide comments on any section of the four cycling routes. An option to request hard copy versions of the information and survey was also made available.

Survey results



386 respondents

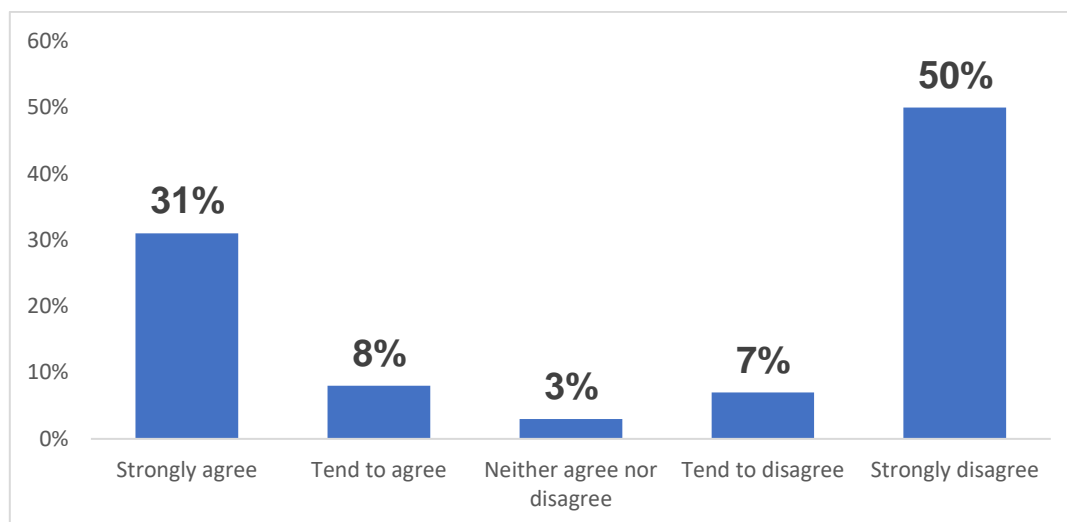
Figures in this report are presented as numbers of respondents who answered the question; this excludes 'don't know', 'not applicable' and 'no reply', unless otherwise stated.

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

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

Nearly one third of respondents (31%) strongly agreed with these proposed changes; whereas half of respondents (50%) strongly disagreed with the proposed changes.

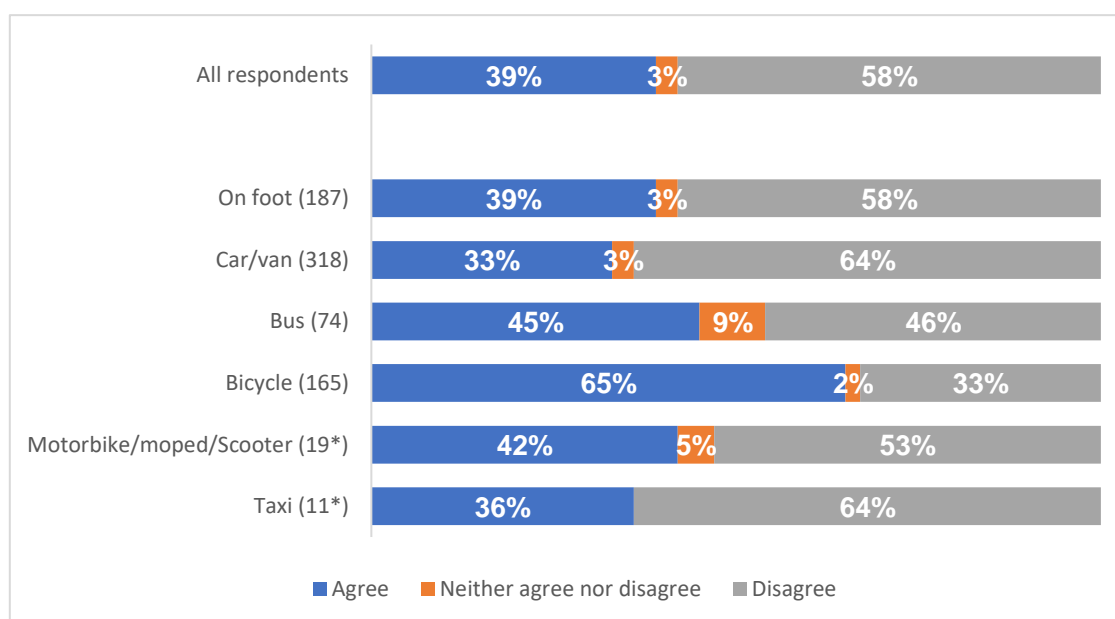
Figure 1 – Overall agreement/disagreement levels for Wimborne Road (% respondents)



Base: All respondents

Figure 2 shows agreement levels by mode of travel on the Poole town centre to/from Merley route. Respondents who travel by bicycle are most likely to agree with the changes; whereas those who travel by car/van are least likely to agree with the changes.

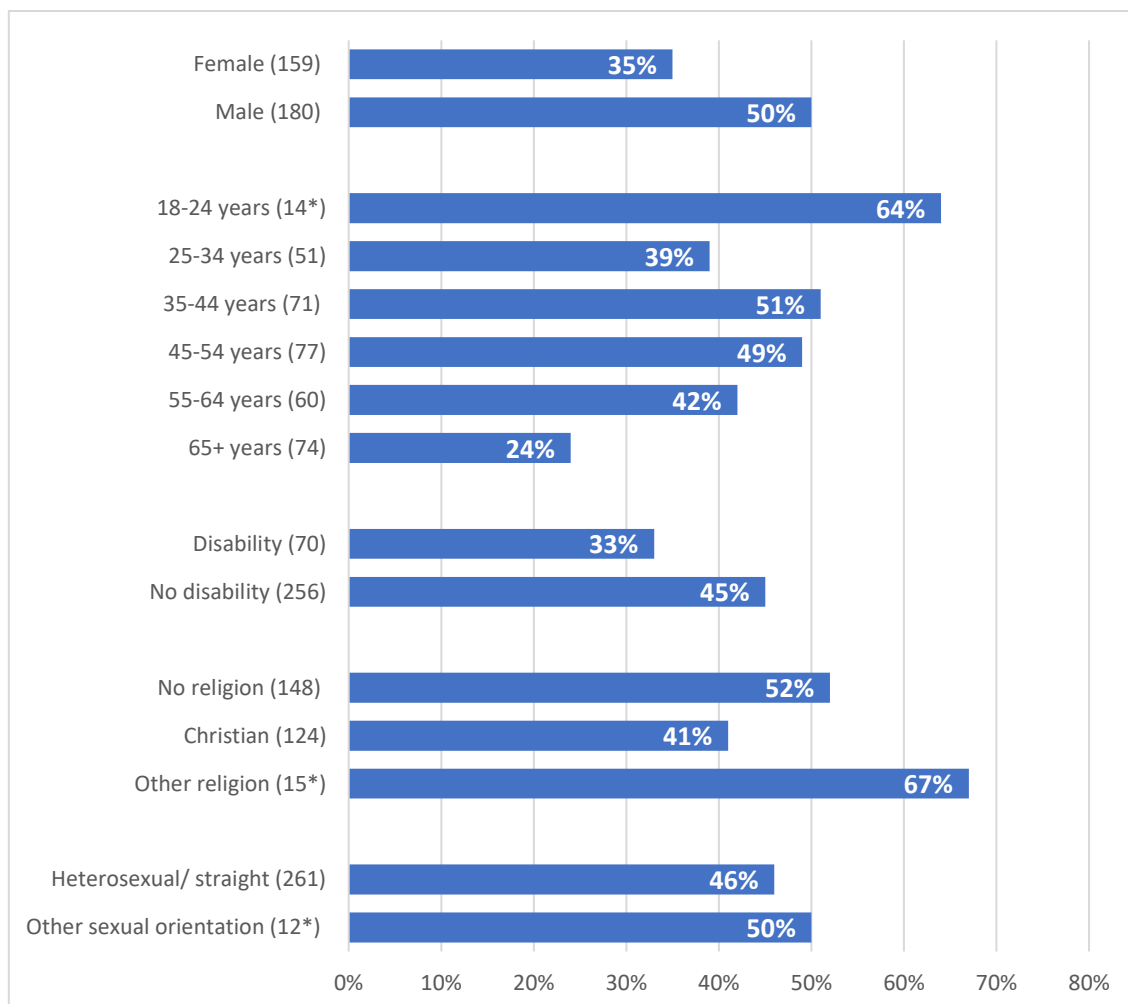
Figure 2 – Agreement/disagreement levels by mode of travel (% respondents)



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

Figure 3 shows agreement levels by equalities groups. Ethnicity has not been included as only white British respondents had a large enough base. Respondents aged 65 and over are significantly less likely to agree with the proposed changes than any other age group. Male respondents are more likely to agree with the proposals than female respondents.

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



Base: Variable as shown (* denotes low base)

Comments



284 comments

Respondents were asked to explain why they agreed or disagreed with the proposed changes. Just over 284 respondents made a comment in relation to Wimborne Road. There was also six written responses received.

Comments were exported into Excel and coded into categories. Qualitative research does not seek to quantify data, instead, its purpose is to provide deeper insights into reasoning and impact. The numbers of people mentioning the most prevalent codes are provided in this report to give an indication of the magnitude of response. Importantly, however, given the nature of the data, this does not provide an indication of significance or salience in relation to the question asked.

Figure 4 shows the themes of comments received. The most prevalent themes were disagreement with the cycling changes, disagreement with a closure on Stokes Avenue and a design comment/suggestion. Example comments are shown below.

Figure 4 – Themes of comments

Theme	No. of comments
Disagree with cycling changes	132
Disagree with closure on Wimborne Rd/ Stokes Avenue	121
Design comment/ suggestion	80
Disagree to removal of on street parking	68
Agree with cycling improvements	54
Agree with walking improvements	32
Disability/ access issue	23
Environment impact	22
General cycling comment	22
Public transport comment	14
Agree to removal of on street parking	7
Agree with closure on Wimborne Rd/ Stokes Ave	5
Agree with crossings	4

Base: 290 respondents



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Disagree with cycling changes:

“It is already difficult joining the Wimborne Road, if the dual direction route was added it as well will be much harder and much more dangerous to exit Haynes. There will be far too much to look out for while joining the road, with cyclists and scooter riders coming at you from both directions, how are you supposed to watch for cars too? If you pull into the dual lane and wait for a gap in the traffic, you are at risk of being hit by a cyclist going too fast or a person texting on their scooter and not looking where they are going.”

“As a cyclist I'm very concerned about the new proposed dual flow cycle path. I'm very keen to see anything that makes cycling safer, but I really don't think this does. To pull out of our road we need to cross over two lanes of the cycle path and potentially stop on the divide. I think cyclist may not notice cars pulling out, cyclist may also be travelling faster and so misjudgements occur by both cars and cyclists. The road we live in is frequently used, as well as residents there is a local co-op which is frequently used by those driving in and out of Poole, also the road is used by parents dropping off and picking up their children from Poole High the local school. All of this increases traffic crossing over the cycle flow.”

“Light segregation will also have a negative effect it will slow down traffic unnecessarily - as the cycle lane is not used as frequently as suggested nor is there ever a constant flow of cyclists! 2-way cycle lanes are unnecessary also, it won't be used as much as suggested and will cause more congestion.”

Disagree with closure on Wimborne Rd/ Stokes Avenue:

“Increased traffic on Haynes Avenue which a quiet road. Closing Stokes Avenue will increase pollution and will cause accidents on Haynes Avenue, particularly on the blind bend, which is home to a childcare setting. This is increased danger for the children upon drop off and pick up. Haynes Avenue is already busy during school drop off and pick up for Longfleet School and Poole High school as lots of parents use this road.”

“Further road closures do little to improve traffic or mobility and will only add to the road miles of residents, visitors, school parents and emergency vehicles.”

“As a regular visitor to Stokes Avenue closing the entrance and having the only exit onto the west of Wimborne road where I will have to cross a double cycle lane is dangerous! The other end of Tatnam road has already been closed. I would also question how many cycles this route.”

Design comment/ suggestion:



"Cyclists travelling from Wimborne and Merley to Poole town centre are not going to divert via Canford Heath and Derby's Lane. Cycleway provision is needed between New Inn and Derby's Corner along Wimborne Road and Waterloo Road."



"Cycleway to be 2 with flow lanes on their own side of the road. Force Cyclists to slow down at side roads. place humps in cycle lane at side roads. Allow for delivery drivers to park next to houses on Wimborne road. Reopen Darbys lane to ease traffic flow. If closing side road, close Haynes due to nursery and blind bends. Already timing in place at new inn junction so no need to change."



"Speaking as a road cyclist myself, I appreciate the efforts in an attempt to keep us safe on the roads, but looking at the plan in this post I think what's being proposed is ridiculous. You're proposing to shut off and segregate a full vehicle lane for cycling in both directions. You're then also removing the turning refuges. How do you propose a cyclist exits the cycle lane to turn into one of the roads off the main vehicle lane? How do you propose vehicles off the main lanes turn across the path of bicycles heading in either direction? Why not just widen the existing cycle lanes slightly? Less cost, less disruption, more effective. Based on the perceived hazards alone, this particular plan is actually making it more dangerous for cyclists, not safer."