



Kingsbere Road Experimental Traffic Road Order Consultation Report

April 2022

Research and Consultation Team

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1 Executive Summary



705 respondents took part in the consultation.



The majority of [respondents](#) (79%) live in Oakdale, with 50% living in roads listed in the surrounding area. 38% travel through the area for work, leisure or other, 19% use local services, 13% are BCP residents, 13% work in the area and 10% has a child going to school. 5% live in Kingsbere Road, 5% own/run a business and 2% are a member of an organisation. 1% live outside of the BCP Council area.

1.1 [Views on the changes](#)



- 38% agree with the [principle of making highway changes](#) to enable more people to travel more actively. 46% disagree.



- 20% agree with the [introduction of the road closure in Kingsbere Road, at its junction with Hennings Park Road to create a low traffic area](#). 77% disagree.



- 23% agree that [the combination of the changes in Darbys Lane and Kingsbere Road will reduce traffic in this area](#). 74% disagree.



- 20% agree that [the changes make it safer for me to walk in this area](#). 70% disagree.
- 22% agree that [the changes make it safer for me to cycle in this area](#). 70% disagree.
- 15% agree [that the changes encourage me/my family to travel to school on foot/by bicycle/scooter](#). 78% disagree.

1.2 [Views on changes in the local area](#)



- Respondents felt that [traffic fumes](#) (62%), [traffic noise](#) (58%), the [amount of traffic](#) (59%), [people parking inconsiderately/badly](#) (47%), [people driving too fast](#) (45%) and [difficulty crossing the road as a pedestrian](#) (42%) had [increased](#) since the introduction of the Kingsbere Road ETRO.



- Around one quarter felt that the [amount of traffic](#) (25%), [traffic noise](#) (25%), [difficulty crossing the road as a pedestrian](#) (23%) and [traffic fumes](#) (23%) had [decreased](#).
- More people felt that the [number of people walking](#) (73%) and [cycling](#) (64%) had [stayed the same](#).

1.3 Impact of the trial



- Overall, one fifth (20%) of respondents feel a positive impact from the changes, with three quarters (75%) feeling a negative impact. 1% feel no impact from the changes and 4% have experienced a mixed impact.
- more residents living in [Kingsbere Road](#) feel a positive impact (59%) than a negative impact (31%).
- the impact on [BCP Residents](#) is more varied, with 39% reporting a positive impact and 56% reporting a negative impact.
- [other respondent types](#) report higher negative impact (72% to 86%).

1.4 Key differences in response



- Results vary by [respondent type](#), with [those living in Kingsbere Road](#) having more positive views. [BCP residents](#) (not from Oakdale) also have more positive views than other groups.
- There are differences by [age](#), [gender](#) and [disability](#) (results vary by age, females generally have lower levels of agreement than males; and those with a disability have lower levels of agreement than those with no disability).
- There are also differences by [mode of travel](#) (cyclists and those who walk have more positive views than those who drive).

1.5 Explanation of views and impact

Respondents were asked to explain their reasons for the level of impact that the changes to Kingsbere Road would have on them. While there were comments explaining why respondents supported the changes, including Kingsbere Road and connected roads being quieter with less traffic, resulting in feeling safer along these roads, the majority of comments were concerns surrounding the changes.

Respondents commented on additional traffic experienced on other roads in the local area, particularly Dorchester Road and Pound Lane. Respondents also commented that the changes increase their journey times and create more pollution from car fumes with cars idling in congestion and traffic.

Respondents felt that the changes have also created safety concerns, with increased traffic on other roads increasing the likelihood of accidents, as well as drivers speeding on other roads trying to make up time lost on their journeys. The increase of traffic on other roads also made crossing roads less safe, as well as causing safety issues around the local schools.

Respondents also felt that the changes restrict access for local residents to their roads and private driveways, while they were also concerned with restricted access for emergency vehicles to the surrounding roads.

In addition, respondents questioned the purpose and rationale for the changes, with respondents not experiencing issues on Kingsbere Road previously, and that the closure disproportionately prioritises a small number of residents along the road while negatively impacting on the majority of residents in the local area.

Respondents also felt that the changes will not increase the likelihood of either walking or cycling instead of using a motorised vehicle, with these forms of travel not being a viable alternative, especially for those who need to drive to work, school and for shopping. The closure also adversely impacts on the elderly and disabled, many of whom rely on their cars and are unable to walk or cycle. Respondents also felt that the closures should be removed and access for motorised vehicles reinstated.

1.6 [Suggestions](#)

When asked to write in any other comments or suggestions for improvements for the roads in this specific area, respondents provided a number of suggestions relating to both the Kingsbere Road and Darbys Lane closures, as well as the wider area in general. Respondents suggested that traffic calming measures should be implemented along the roads instead of closing them to motorised vehicles, as well as introducing measures to the wider area. Traffic calming measures that were suggested included reduced speed limits, speed cameras, speed humps and chicanes to slow traffic down, which would allow for improved traffic flow but would also address any safety concerns.

Parking restrictions, such as single yellow lines and resident parking permits were also suggested, both along Kingsbere Road and on other roads within the local area. There were also suggestions for more pedestrian crossings in the local area to make it safer to cross busy roads for pedestrians, cyclists and school children.

2 Introduction and background

BCP Council introduced an Experimental Traffic Regulation Order (ETRO) to implement a point closure on Kingsbere Road at its junction with Hennings Park Road on Friday 24 September 2021.

The works were implemented to create a safer environment to travel to and through the area on foot or by bicycle and to travel safely to St Mary's School.

The scheme was designed to complement the existing Darbys Lane ETRO, that was implemented in August 2020 to create a low traffic area. This was to overcome residents' and Local Ward Councillors' concerns that Kingsbere Road and Hennings Park Road were experiencing additional displaced motor traffic due to the changes to Darbys Lane, as well as historic issues with speeding.

The following changes have been implemented:

- Closing Kingsbere Road to all motor traffic at its junction with Hennings Park Road, as shown on the map below.
- Motor vehicles are no longer able to drive between Hennings Park Road and Pound Lane (and vice versa) via Kingsbere Road. Access to all properties on Kingsbere Road is via Pound Lane.
- The closure is carried out using timber planters, which still allow people walking, cycling or scooting to get through.
- Appropriate signage has been installed.
- The Morebus Service 32 (which operates to/from Poole Town Centre twice each way per day on Mondays to Saturdays) diverts along the length of Pound Lane, with four new bus stops provided (as shown on the map below) offering better accessibility for bus users.



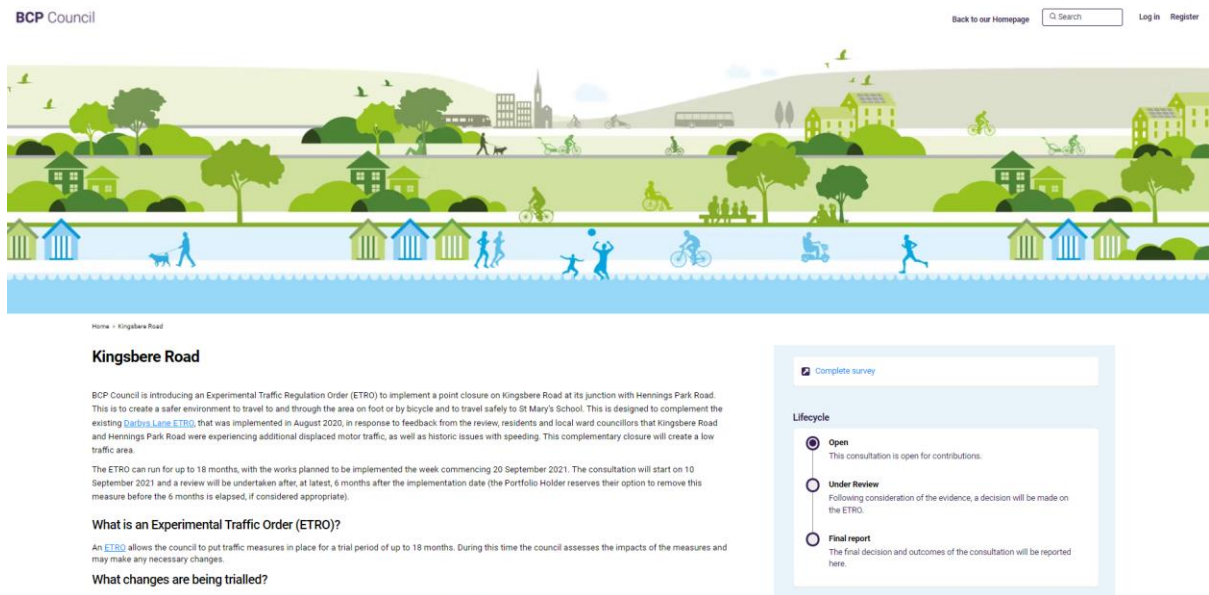
2.1 Methodology



The six-month review period started on 10 September 2021 (with the scheme being implemented on 24 September) and closed on 25 March 2022.



Information about the review and a consultation form was available online at bpcouncil.gov.uk/KingsbereRoad.



In addition, a letter was sent to 726 addresses in the surrounding area (shown on the map on the previous page), including local businesses and organisations, as well as the local schools. The letters arrived on 10 September, for the start of the consultation.

3 Analysis and results

Results are broken down by respondent type, mode of travel and equalities groups (where sample sizes are large enough) to show any significant differences.

The base is small for some groups shown in the charts. Results are not shown where the base is less than 10, and where the base is between 10 and 30, it is marked with an * to highlight the low base number. Caution must be taken when using these findings.

3.1 Percentages

Figures in this report are presented as a percentage of people who answered the question. The percentages in this report will not always add up to 100%. This can be because of rounding, or because for some questions respondents can select more than one response.

3.2 Qualitative comments

Qualitative responses (write in text) to questions were exported into Excel and were thematically analysed by Darmax Research. The most common themes are reported on in this report. Anonymised quotes from participants have been used to illustrate the themes identified.

Please note that while the purpose of qualitative data is to provide deeper insights into reasoning and impact rather than to quantify data, the numbers of respondents who mentioned the most prevalent themes are provided in this report to give an indication of the magnitude of response. However, given the nature of qualitative data, it should be noted that this does not provide an indication of significance in relation to the question asked.

In addition, where respondents have provided comments that relate to more than one theme, their feedback has been categorised into multiple categories.

3.3 Respondents



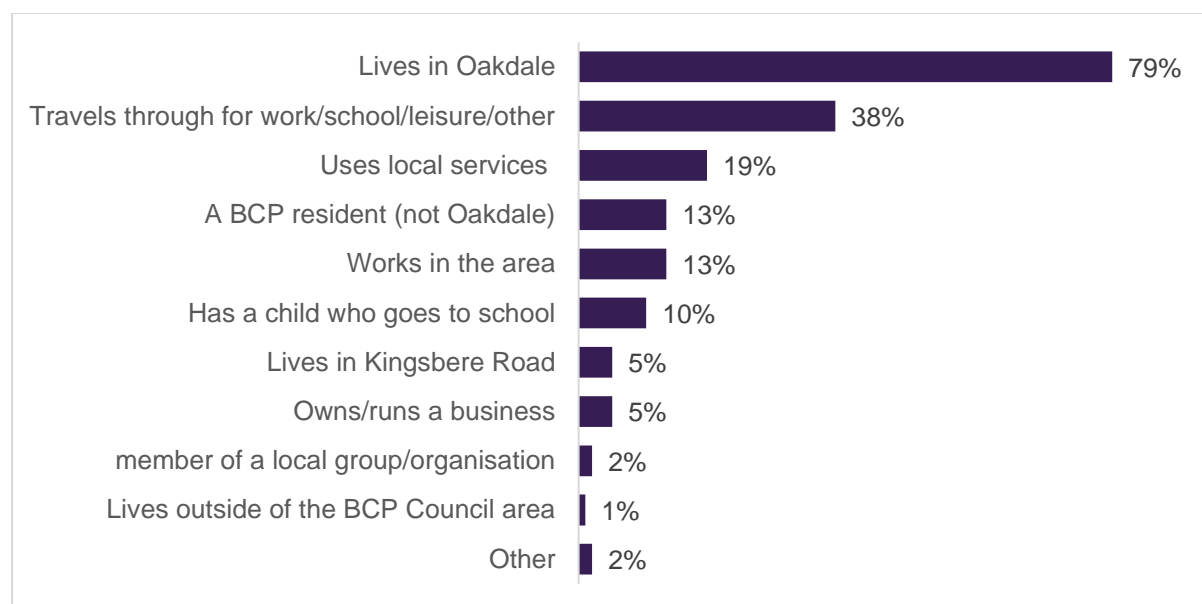
705 respondents completed an online or paper form during the consultation period.

The respondent profile is shown in Appendix A and map of postcodes is shown in [Section 4](#).

3.3.1 Respondent Type

Almost eight out of ten (79%) respondents live in Oakdale with 50% of all respondents living in the defined area. 38% travel through the area for work, leisure or other, 19% use local services, 13% are BCP residents, 13% work in the area and 10% has a child going to school. 5% live in Kingsbere Road, 5% own/run a business and 2% are a member of an organisation. 1% live outside of the BCP Council area.

Figure 1: Respondent type



Base (696)

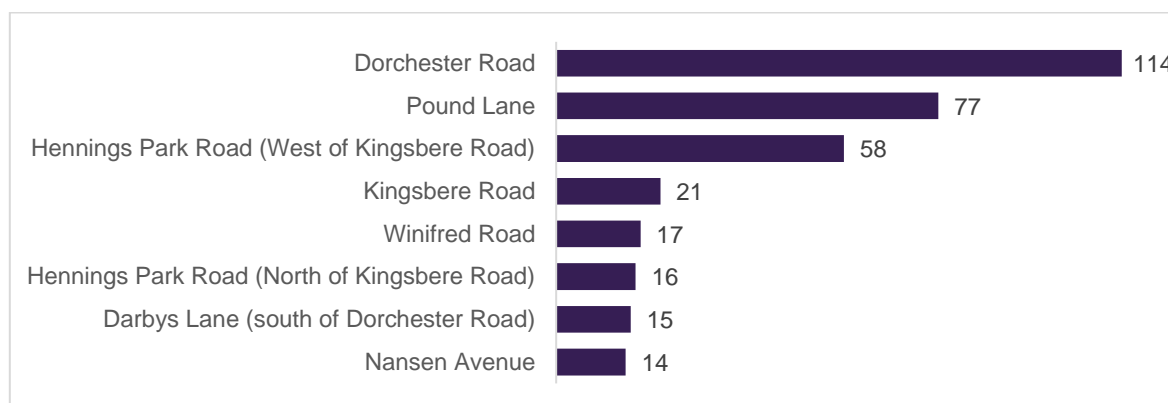
3.3.2 Roads respondents live in

Respondents were also asked which road they live in (if they lived in one of the roads listed, or to put which road if they live in Oakdale). Please note, whilst respondents live in one of the roads listed, they may not live in the catchment area shown on the [map](#).

The roads with the highest number of respondents are Dorchester Road (114), followed by Pound Lane (77) and Hennings Park Road (West and North of Kingsbere Road combined) (74), as shown in Figure 2.

The remaining roads had fewer than 30 respondents (Kingsbere Road, Winifred Road, Darbys Lane, Nansen Avenue and Wingfield Road). Other roads listed that were not in the questionnaire (all with less than 25 respondents) included Enfield Crescent, Harbour Hill Road, Dorchester Gardens, Fernside Road, Seliot Close and Wimborne Road.

Figure 2: Roads lived in in the defined area

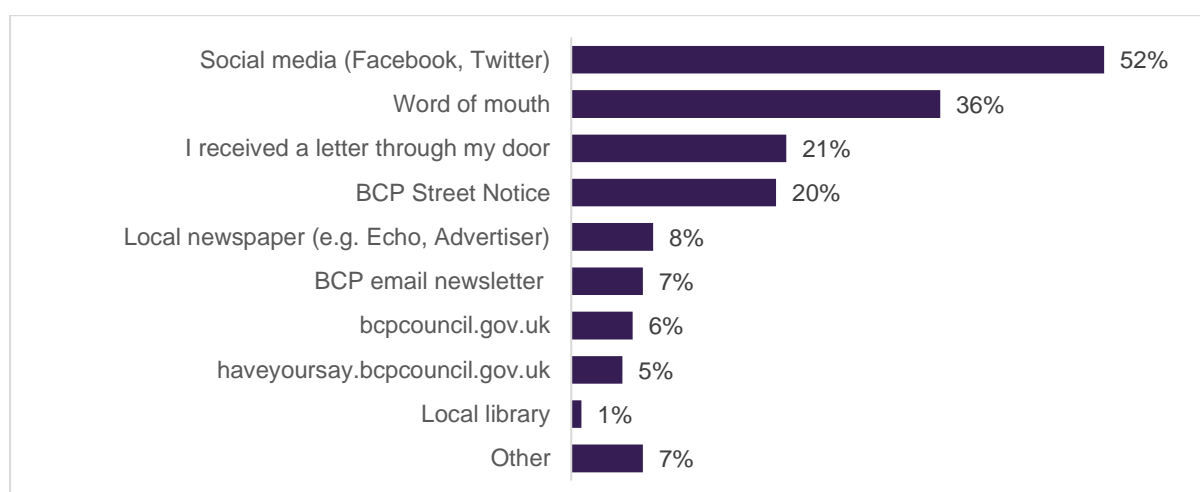


Base (359)

3.3.3 How found out about the consultation

Just over half of respondents (52%) found out from social media, followed by just over one third (36%) who found out through word of mouth. 21% received a letter through their door and 20% saw the BCP Council Street Notice.

Figure 3: How found out about the consultation

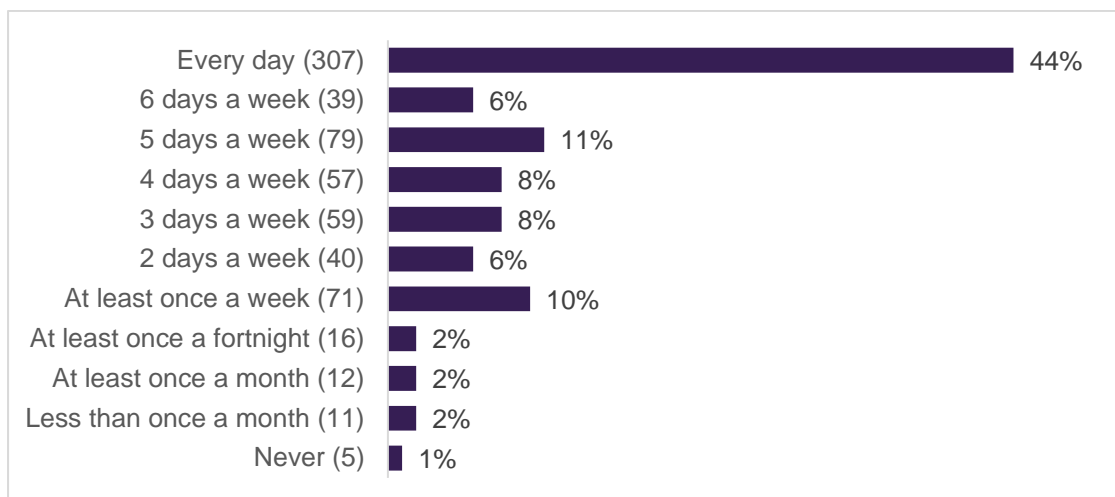


Base (691)

3.3.4 How often travel through the area

93% of respondents travel through the area once a week or more often, with 44% travelling through every day.

Figure 4: How often travel through the area

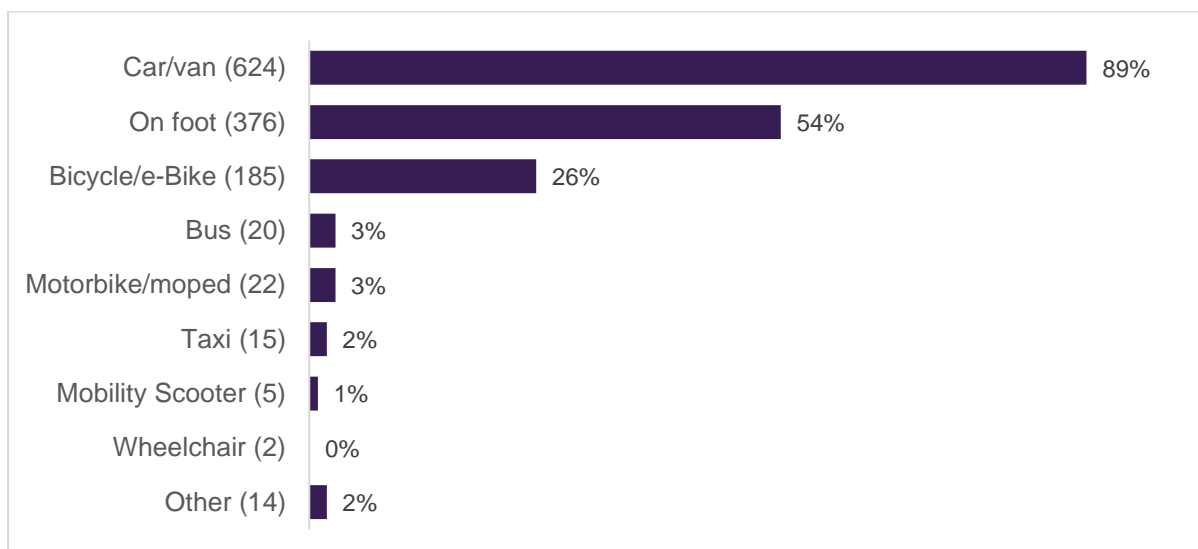


Base (696)

3.3.5 Mode of travel through the area

Most respondents travel through the area by car/van (89%), with just over half (54%) travelling on foot and just over one quarter (26%) by bike. 3% travel by bus.

Figure 5: How travel through the area

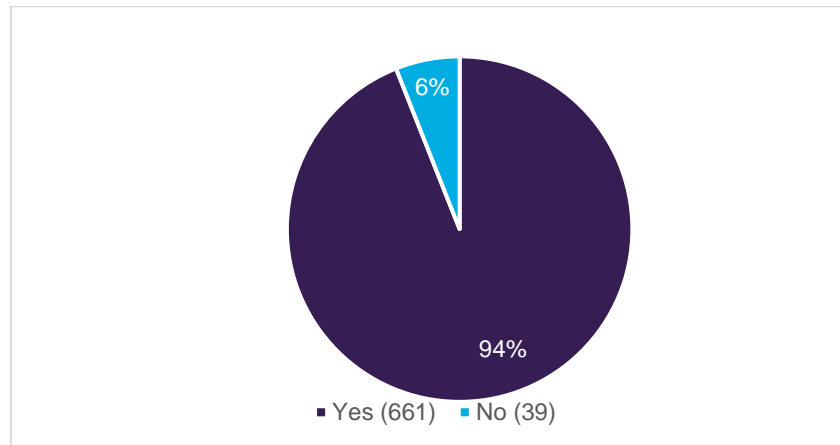


Base (699)

3.3.6 Car and bike ownership

Almost all respondents (94%) own, or have use of, a car. 6% do not have a car.

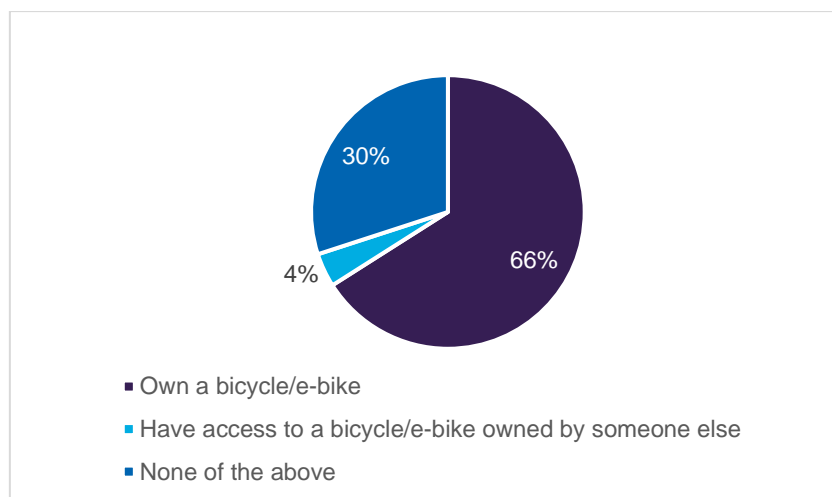
Figure 6: Car ownership



Base (700)

Two thirds (66%) own a bicycle/e-bike and a further 4% have access to a bike. Just under one third (30%) do not have a bike/e-bike.

Figure 7: Own a bike/e-bike



Base (694)

3.4 Respondents by response date**

One tenth (10%) of respondents completed a form before the scheme was implemented. 16% responded between 24 September and 20 December, just under one quarter (24%) took part between 21 December and 20 January and 19% from 21 January to 20 February. Around one third (32%) of respondents completed a form between 21 February and 24 March.

Figure 8: Responses by date

Date	Number	Percent
Before installation (10 September to 23 September)	68	10%
24 September - 20 October	67	10%
21 October - 20 November	18	3%
21 November - 20 December	24	3%
21 December - 20 January	169	24%
21 January - 20 February	134	19%
21 February - 24 March	225	32%

Base (705)

**dates run until the twentieth of each month, as the Darby's Lane consultation scheme ended on 20 October

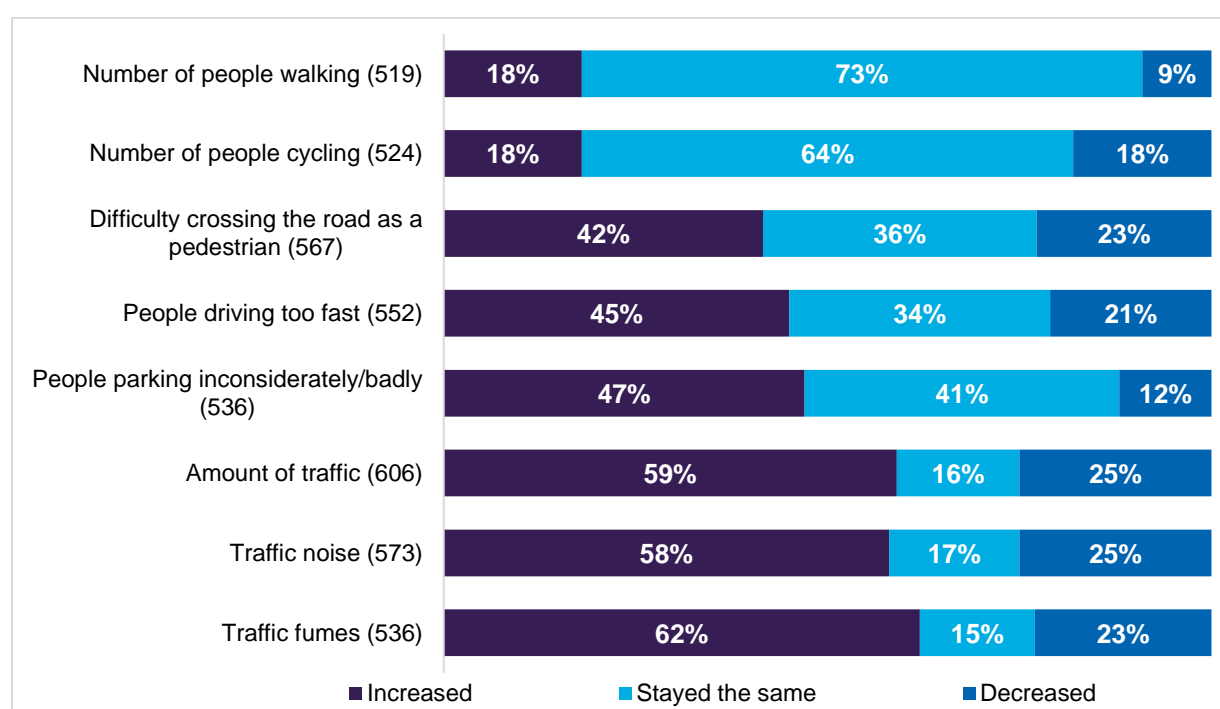
3.5 Views on changes in the local area since the introduction of the Kingsbere Road ETRO

Respondents were asked whether they felt there had been changes in the local area since the introduction of the Kingsbere Road ETRO. The overall responses are shown below in the chart below.

Note, there was a higher number of don't knows and not applicable for this question. The bases show the numbers that expressed an opinion on each of the issues.

- More people felt that **traffic fumes** (62%), **traffic noise** (58%), the **amount of traffic** (59%), **people parking inconsiderately/badly** (47%), **people driving too fast** (45%) and **difficulty crossing the road as a pedestrian** (42%) had increased than stayed the same or decreased.
- Around one quarter felt that the **amount of traffic** (25%), **traffic noise** (25%), **difficulty crossing the road as a pedestrian** (23%) and **traffic fumes** (23%) had decreased since the introduction of the Kingsbere Road ETRO.
- More people felt that the **number of people walking** (73%) and **cycling** (64%) had stayed the same than had increased or decreased.

Figure 9: How have each of the following changed in this area, since the introduction of the Kingsbere Road ETRO



Bases (as shown)

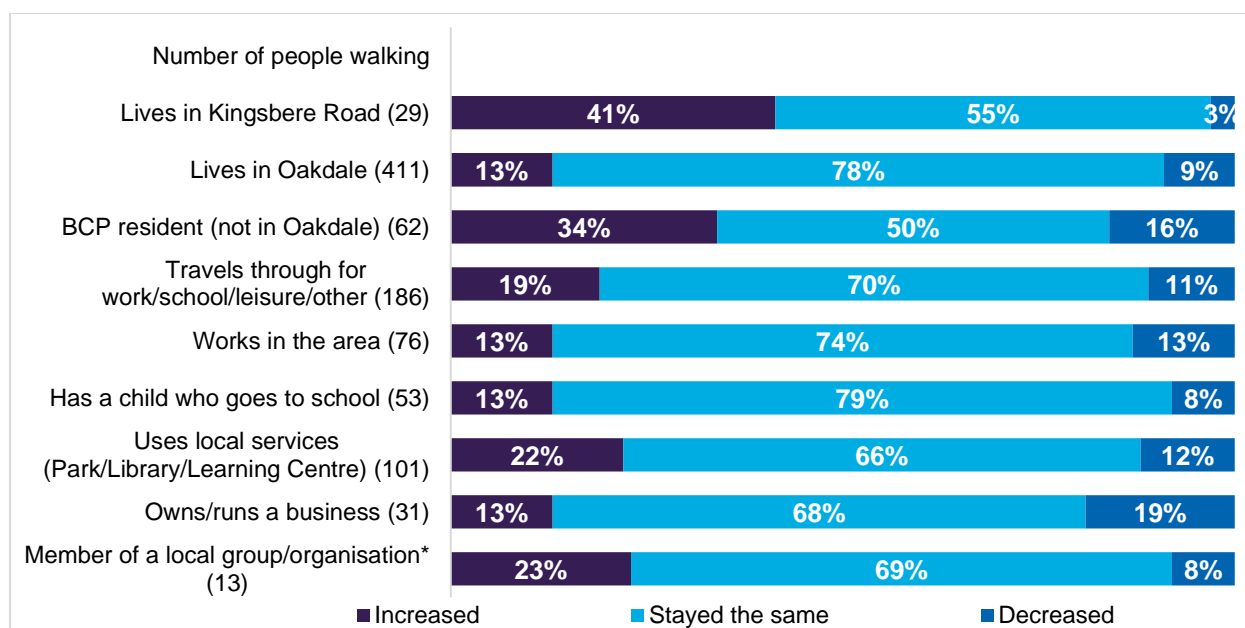
Views differ by respondent type, how they travel to/through the area; by age, disability and gender as shown in more detail on the following pages.

3.5.1 Changes by respondent type

The results for each issue are shown in charts on the following pages.

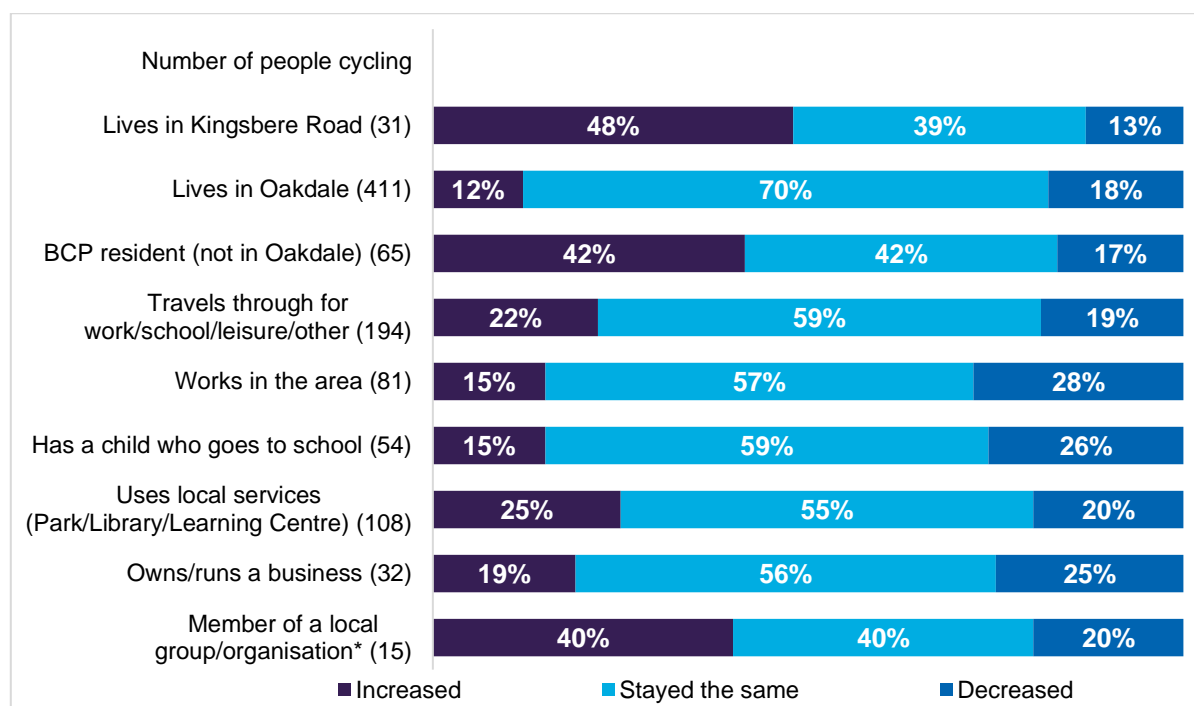
- More residents living in **Kingsbere Road** have reported more positive changes since the introduction of the ETRO, compared to all other respondent types.
- **BCP residents** (not living in Oakdale) have more positive views about changes than other groups.
- **Those who have a child that goes to school in the area** report more negative experiences of *difficulty crossing the road as a pedestrian, people driving too fast, amount of traffic, traffic noise and traffic fumes* than many other groups.
- Those **living in Oakdale** have broadly similar views as parents about these issues (these groups only overlap slightly, with 57 of those with a child going to school in the area living in Oakdale).

Figure 10: Changes in the number of people walking since the introduction of the Kingsbere Road ETRO by respondent type



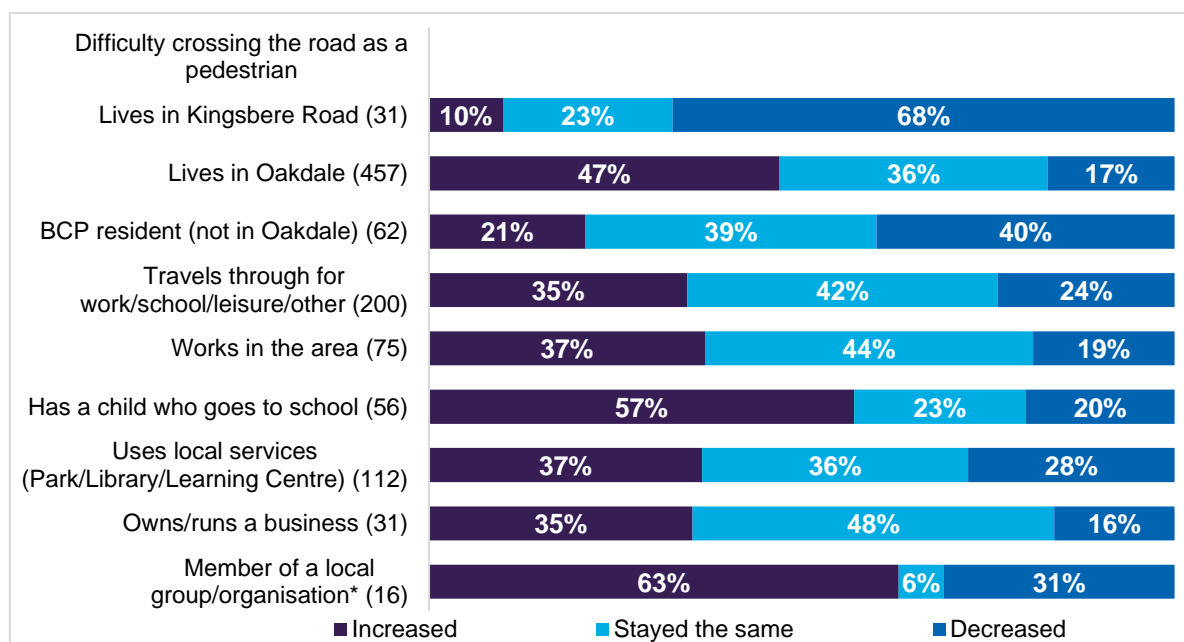
Bases (as shown)

Figure 11: Changes in the number of people cycling since the introduction of the Kingsbere Road ETRO by respondent type



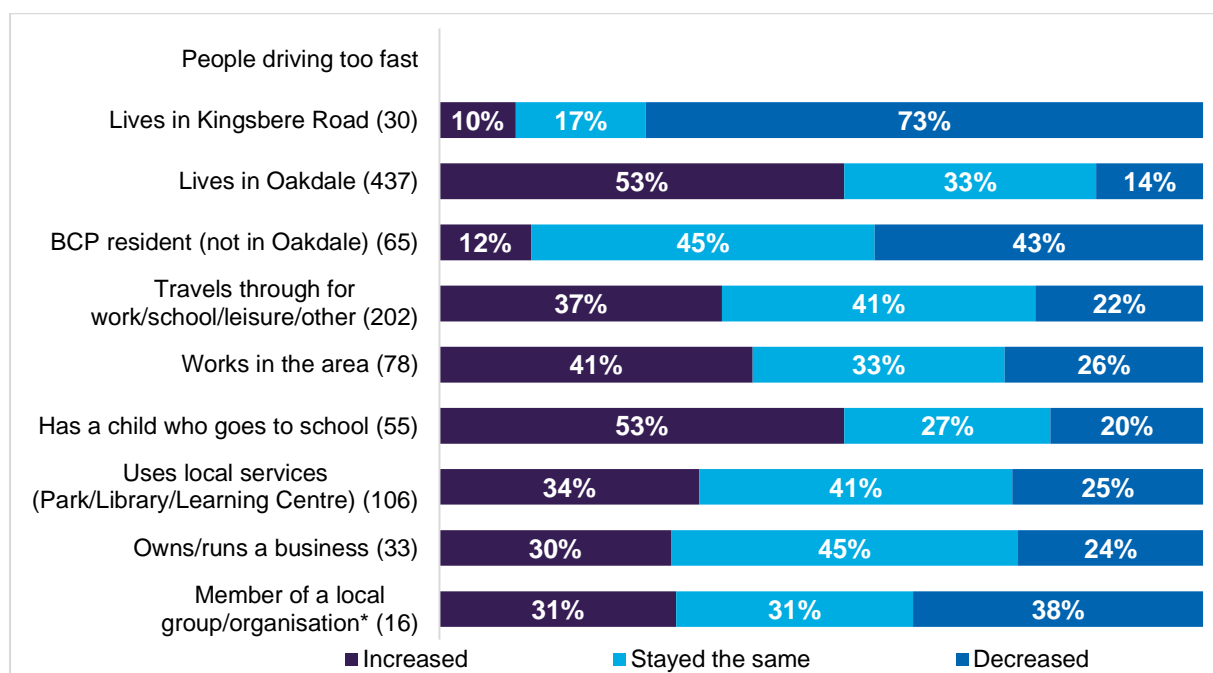
Bases (as shown)

Figure 12: Changes in difficulty crossing the road as a pedestrian since the introduction of the Kingsbere Road ETRO by respondent type



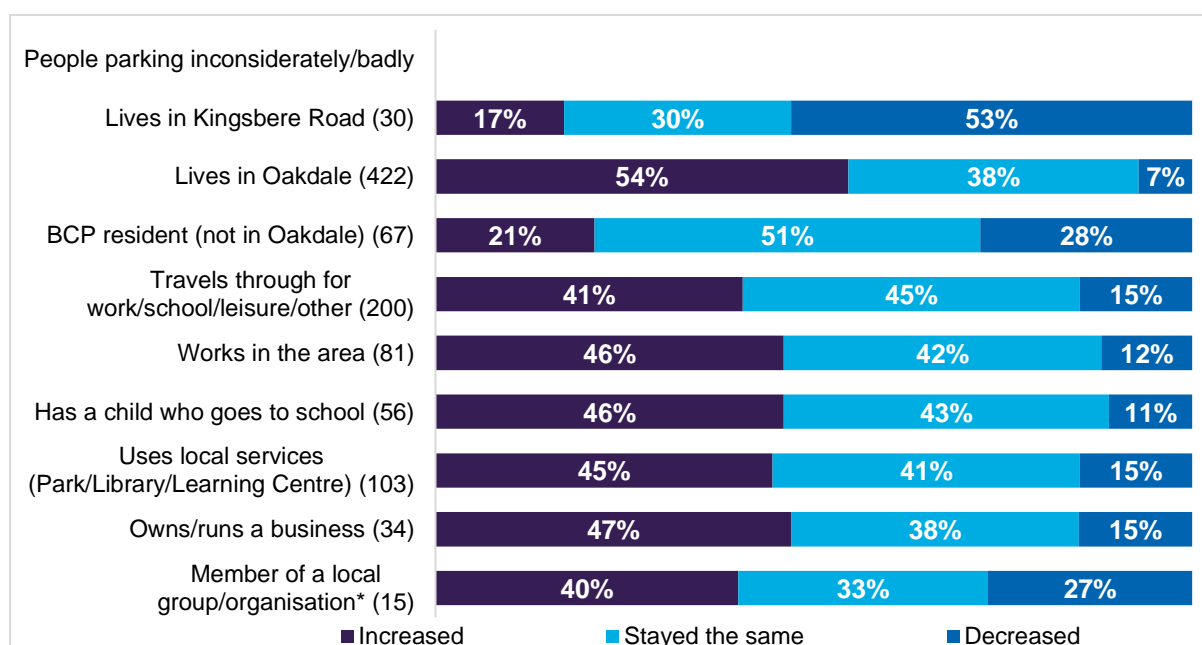
Bases (as shown)

Figure 13: Changes in people driving too fast since the introduction of the Kingsbere Road ETRO by respondent type



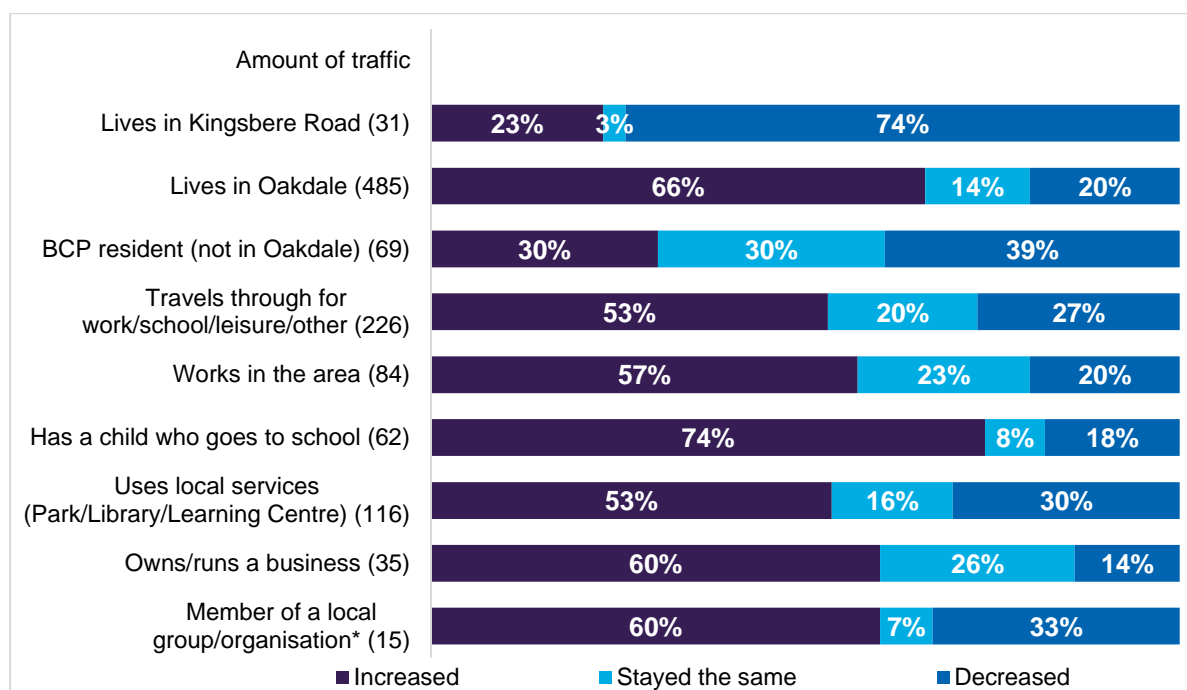
Bases (as shown)

Figure 14: Changes in people parking inconsiderately/badly since the introduction of the Kingsbere Road ETRO by respondent type



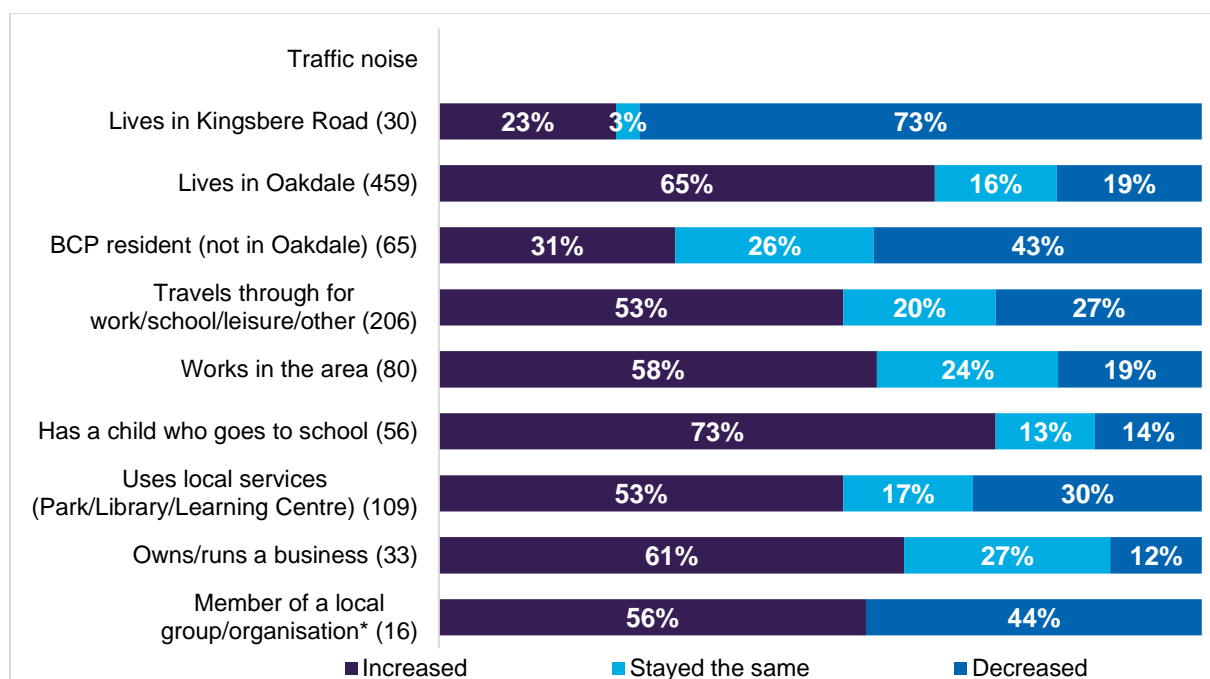
Bases (as shown)

Figure 15: Changes in the amount of traffic since the introduction of the Kingsbere Road ETRO by respondent type



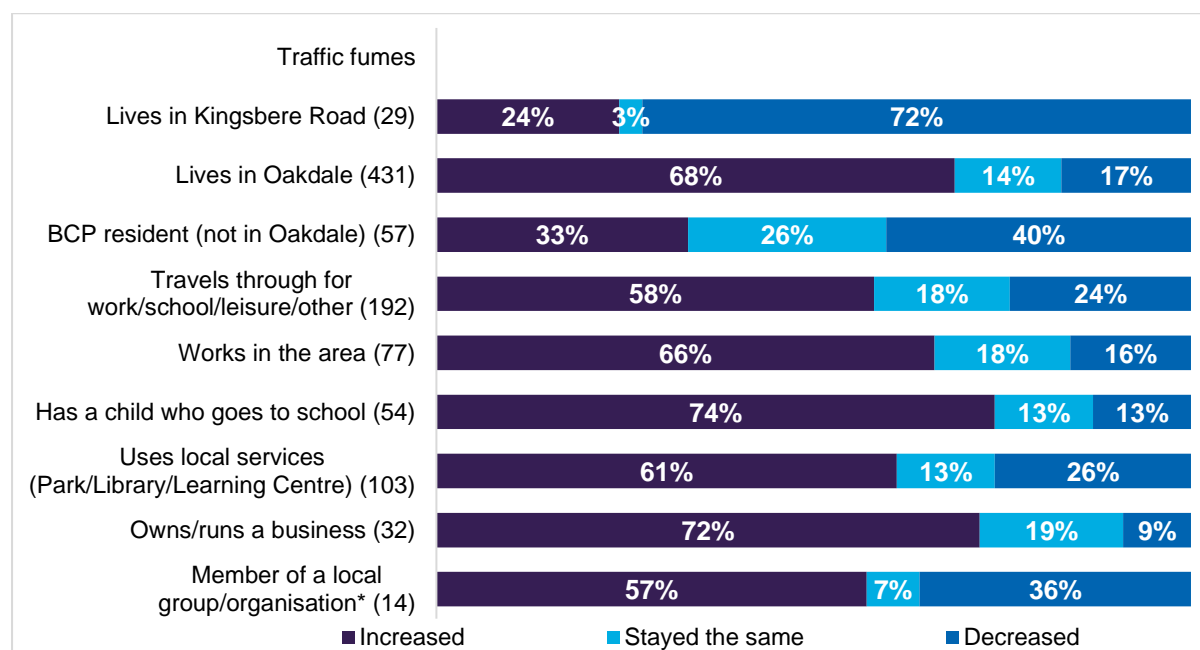
Bases (as shown)

Figure 16: Changes in traffic noise since the introduction of the Kingsbere Road ETRO by respondent type



Bases (as shown)

Figure 17: Changes in traffic fumes since the introduction of the Kingsbere Road ETRO by respondent type

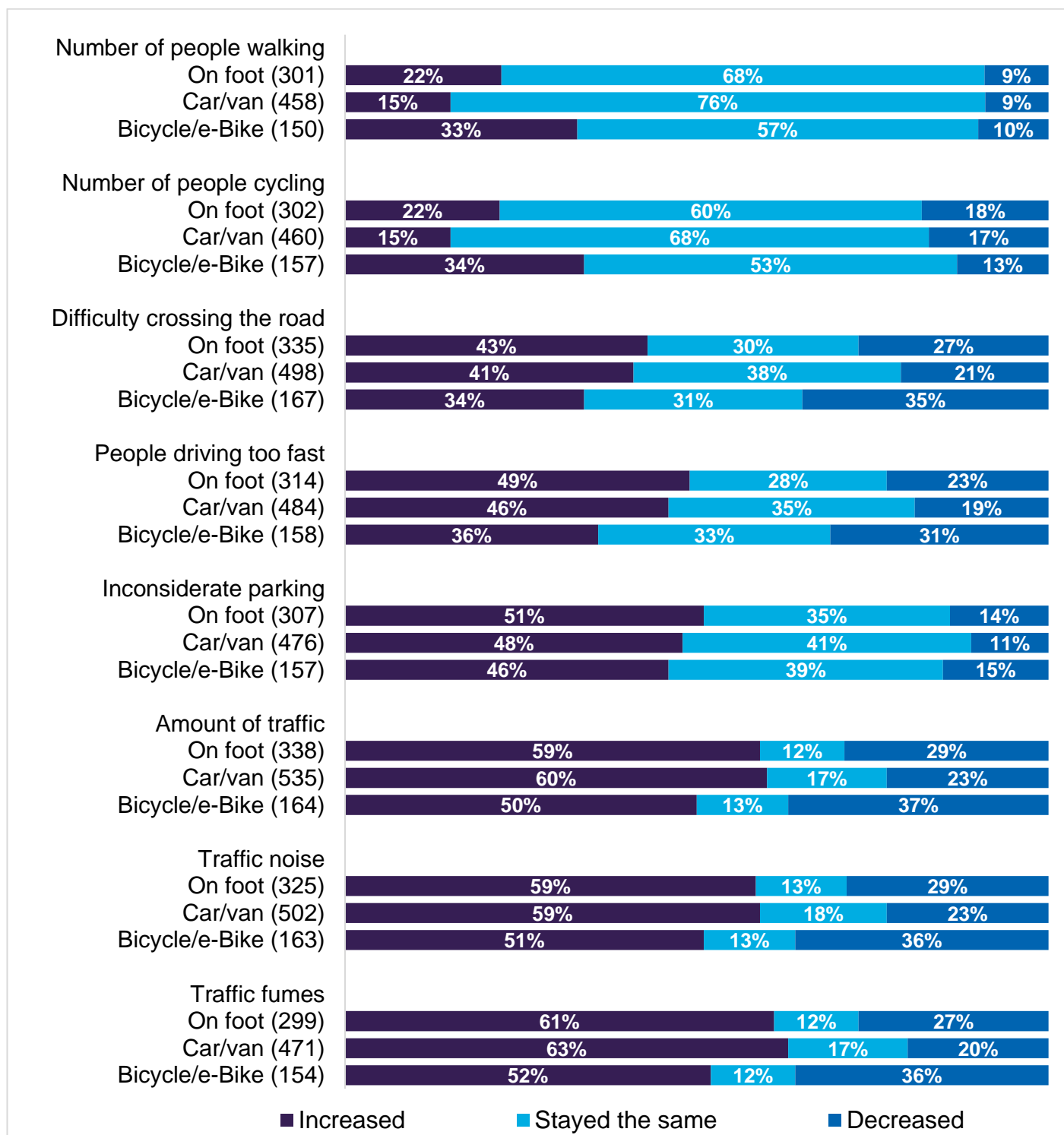


Bases (as shown)

3.5.2 Changes by transport used

Perceptions vary by transport used, as shown in the chart below.

Figure 18: Changes since the introduction of the Kingsbere Road ETRO by transport used



Bases (as shown)

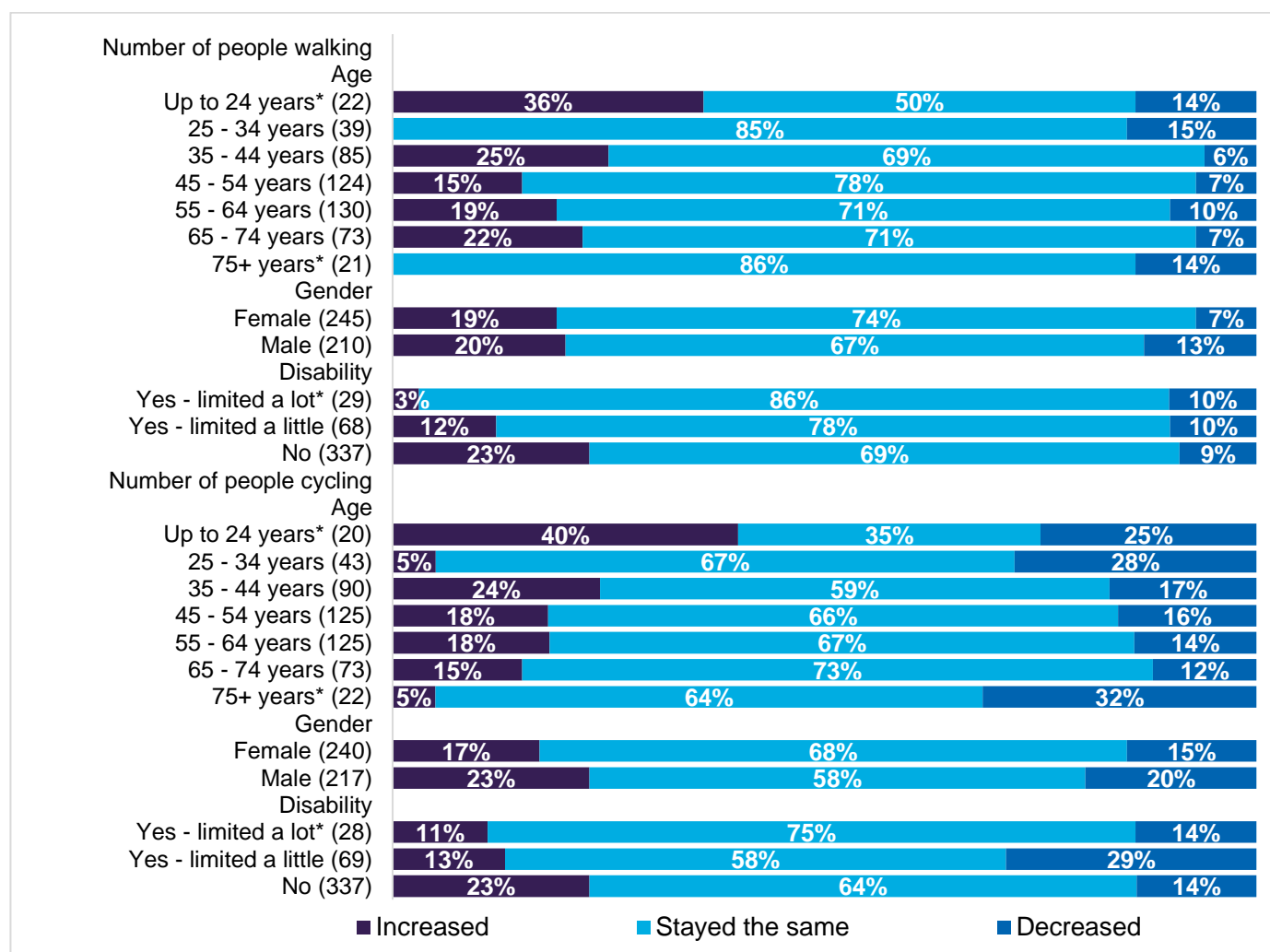
3.5.3 Changes by equalities groups

Views on the following changes since the introduction of the Kingsbere Road ETRO by age**, gender and disability are show in the following three charts on the next few pages:

- changes in the number of people walking and cycling (differences by age, gender and disability)
- difficulty crossing the road as a pedestrian (differences by age, gender and disability), people driving too fast (differences by age and disability) and inconsiderate parking (differences by age and disability)
- amount of traffic (differences by age, gender and disability), traffic noise (differences by age and gender) and traffic fumes (differences by age).

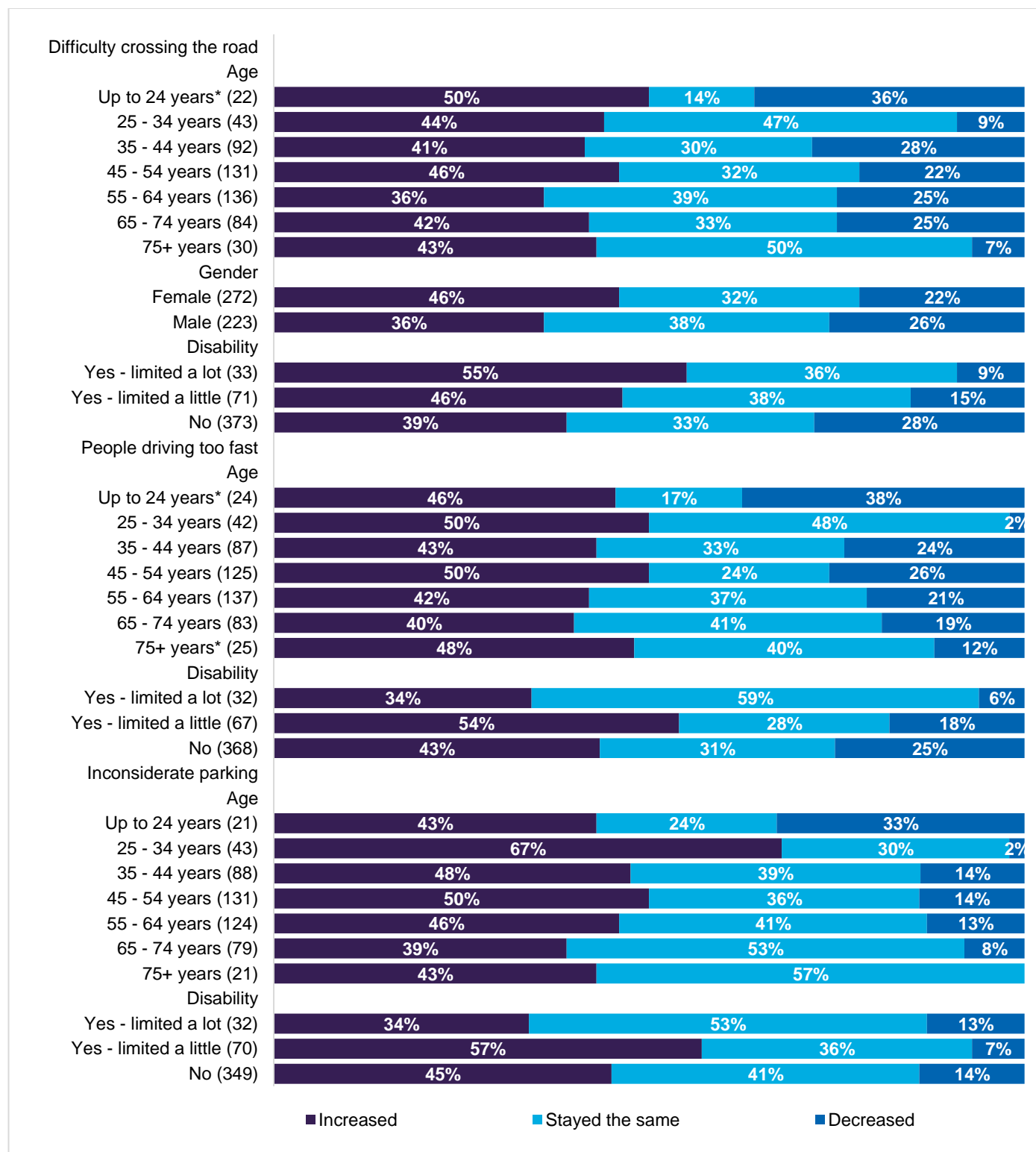
**Note differences in those aged 25 to 34 and 75 and over.

Figure 19: Changes in the 'number of people walking' and 'number of people cycling' since the introduction of the Kingsbere Road ETRO by equalities groups



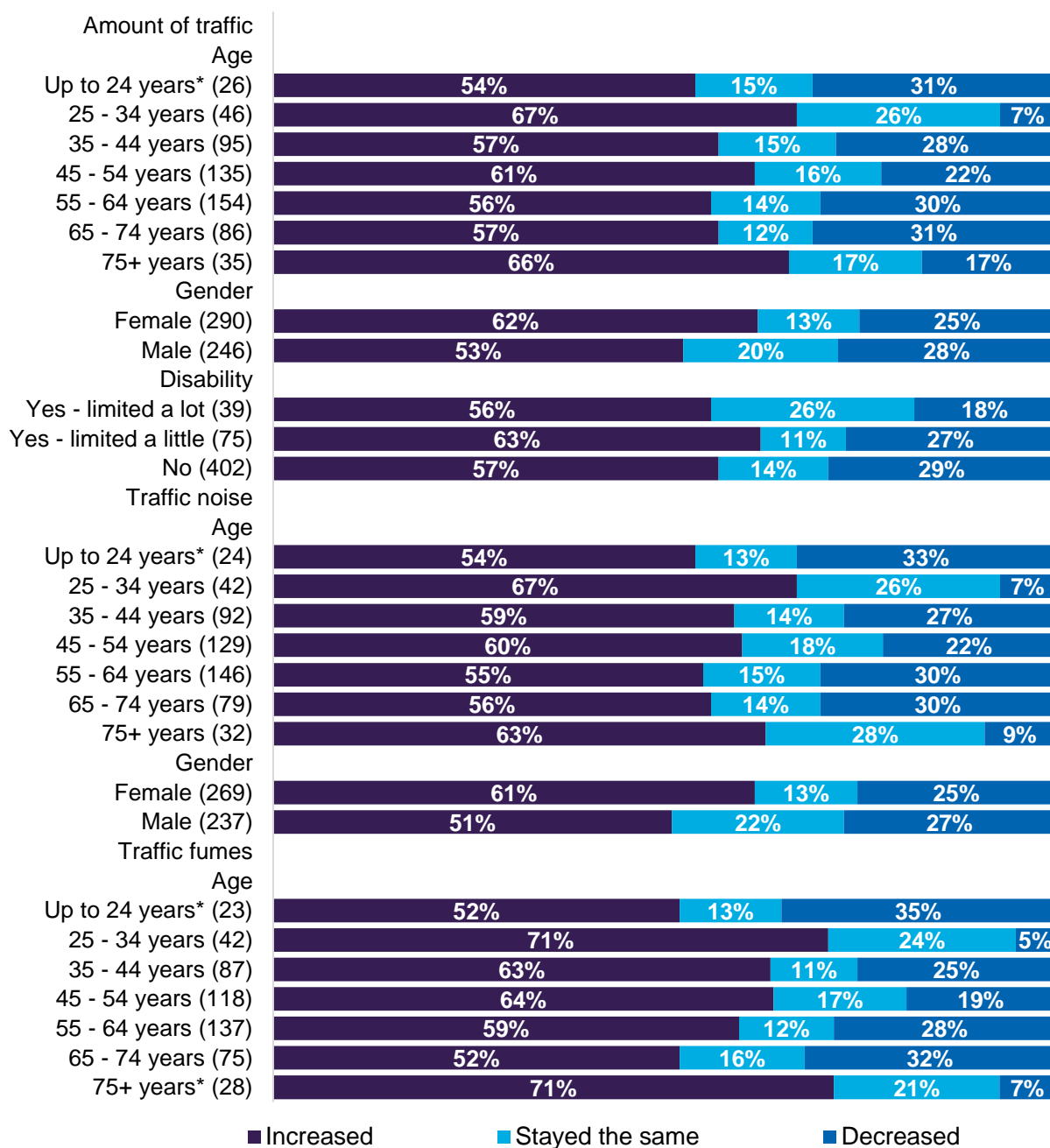
Bases (as shown)

Figure 20: Changes in 'difficulty crossing the road as a pedestrian', 'people driving too fast' and 'inconsiderate parking' since the introduction of the Kingsbere Road ETRO by equalities groups



Bases (as shown)

Figure 21: Changes in ‘the amount of traffic’, ‘traffic noise’ and ‘traffic fumes’ since the introduction of the Kingsbere Road ETRO by equalities groups



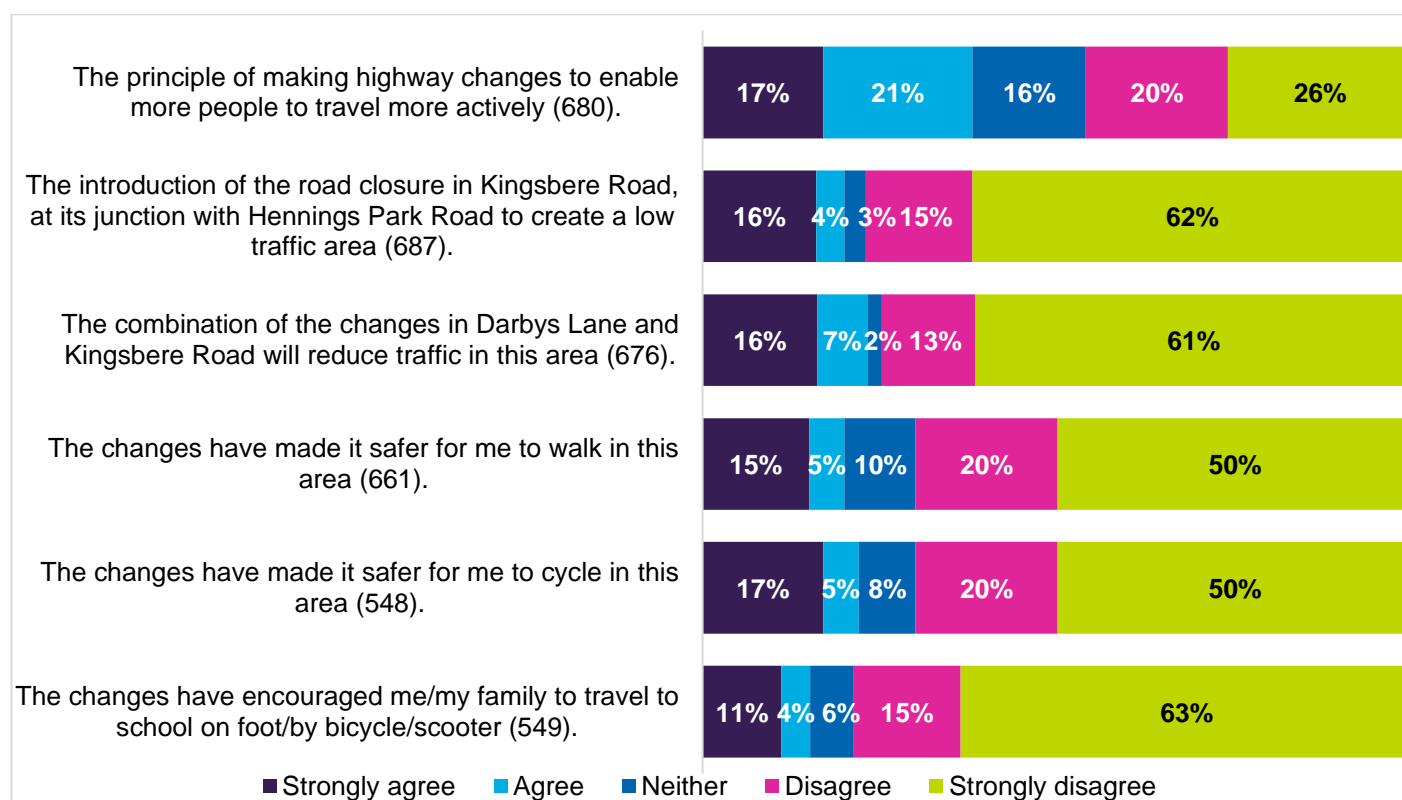
Bases (as shown)

3.6 Views on the changes

Respondents were asked how strongly they agree or disagree with a number of statements about the ETRO. The overall responses are shown below:

- 38% agree with the principle of making highway changes to enable more people to travel more actively. 46% disagree.
- 20% agree with the introduction of the road closure in Kingsbere Road, at its junction with Hennings Park Road to create a low traffic area. 77% disagree.
- 23% agree that the combination of the changes in Darbys Lane and Kingsbere Road will reduce traffic in this area. 74% disagree.
- 20% agree that the changes make it safer for me to walk in this area. 70% disagree.
- 22% agree that the changes make it safer for me to cycle in this area. 70% disagree.
- 15% agree that the changes encourage me/my family to travel to school on foot/by bicycle/scooter. 78% disagree.

Figure 22: How strongly do you agree or disagree with the following...



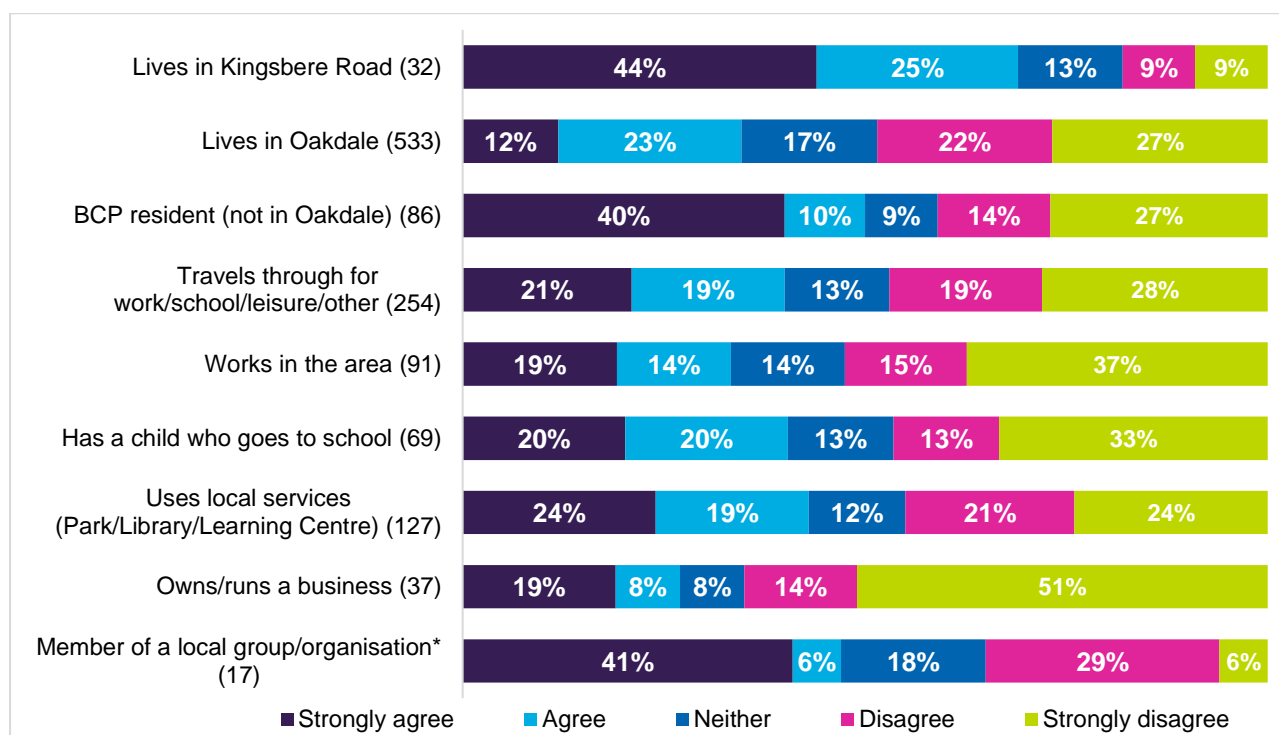
Bases (as shown)

Views differ by respondent type, how they travel to/through the area, by age, gender and disability, and mode of travel as shown in more detail on the following pages.

3.6.1 Views on the changes by respondent type

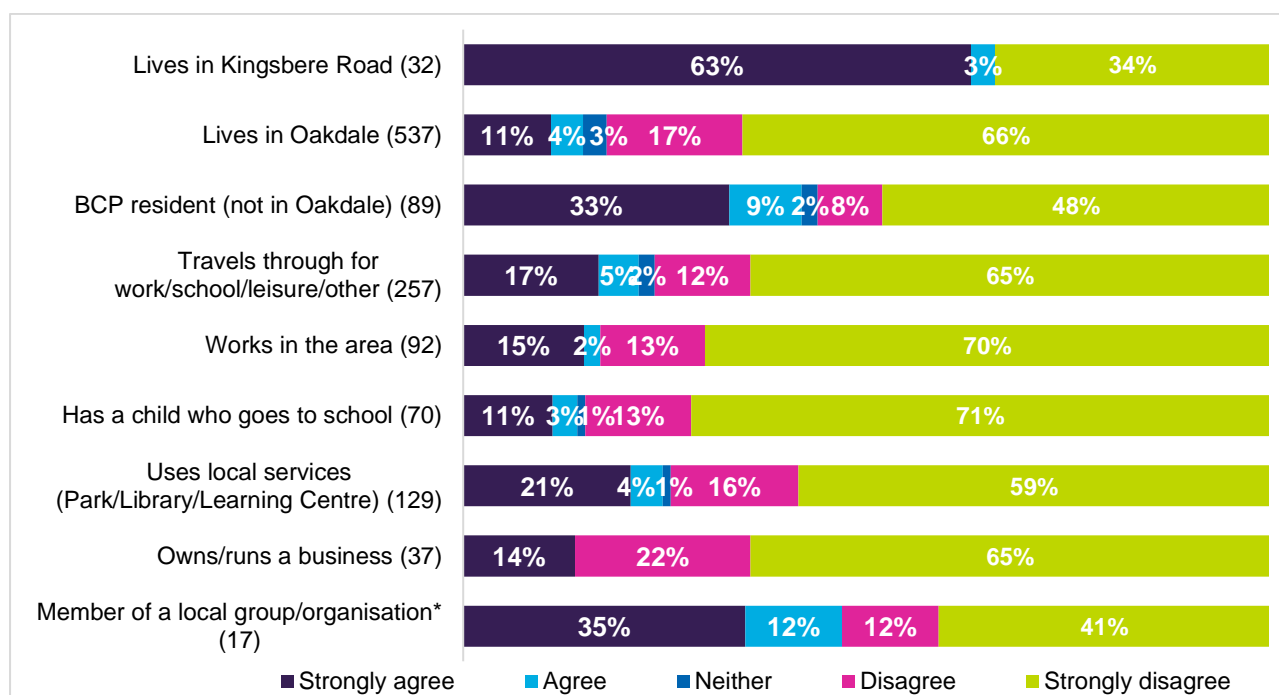
- residents living in [Kingsbere Road](#) have higher levels of agreement across all the statements than other groups, ranging from 50% for *'the changes have encouraged me/my family to travel to school on foot/by bicycle/scooter'* to 69% agreement with *'the principle of making highway changes to enable more people to travel more actively'*.
- Respondents who [live in Oakdale](#), [travels through for work/school/leisure/other](#), [has a child who goes to school](#), [owns/runs a business](#) and [works in the area](#) have the highest levels of disagreement with all the statements.
- [BCP Residents](#) have more varied levels of agreement, from 34% agreeing that *'the changes have encouraged me/my family to travel to school on foot/by bicycle/scooter'* to 50% agreeing with *'the principle of making highway changes to enable more people to travel more actively'*.

Figure 23: Agreement with ‘the principle of making highway changes to enable more people to travel more actively’ by respondent type.



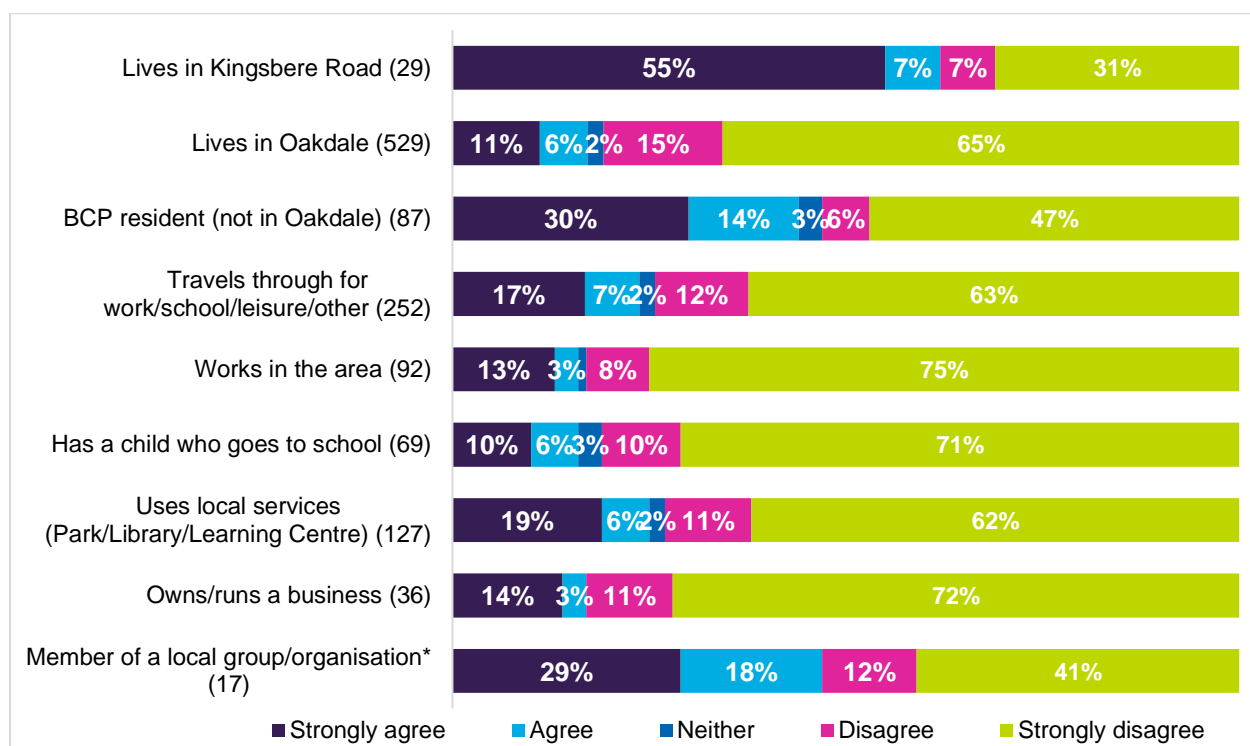
Bases (as shown)

Figure 24: Agreement with ‘the introduction of the road closure in Kingsbere Road, at its junction with Hennings Park Road to create a low traffic area’ by respondent type.



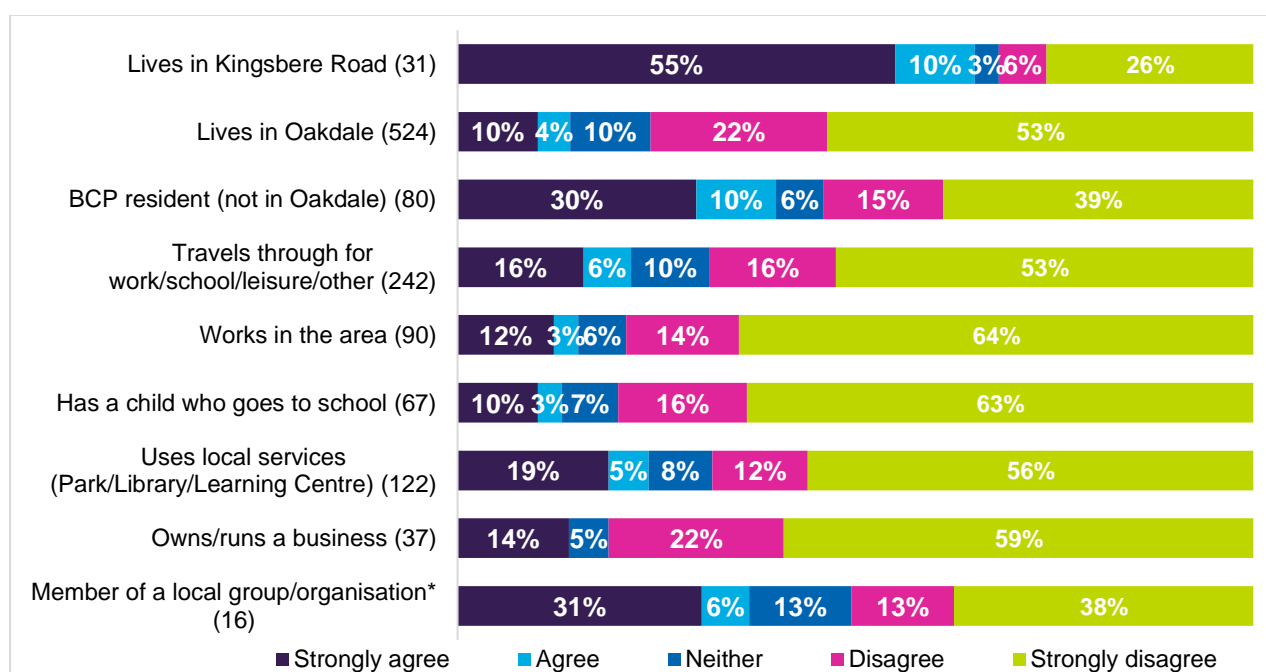
Bases (as shown)

Figure 25: Agreement with ‘the combination of the changes in Darbys Lane and Kingsbere Road will reduce traffic in this area’ by respondent type.



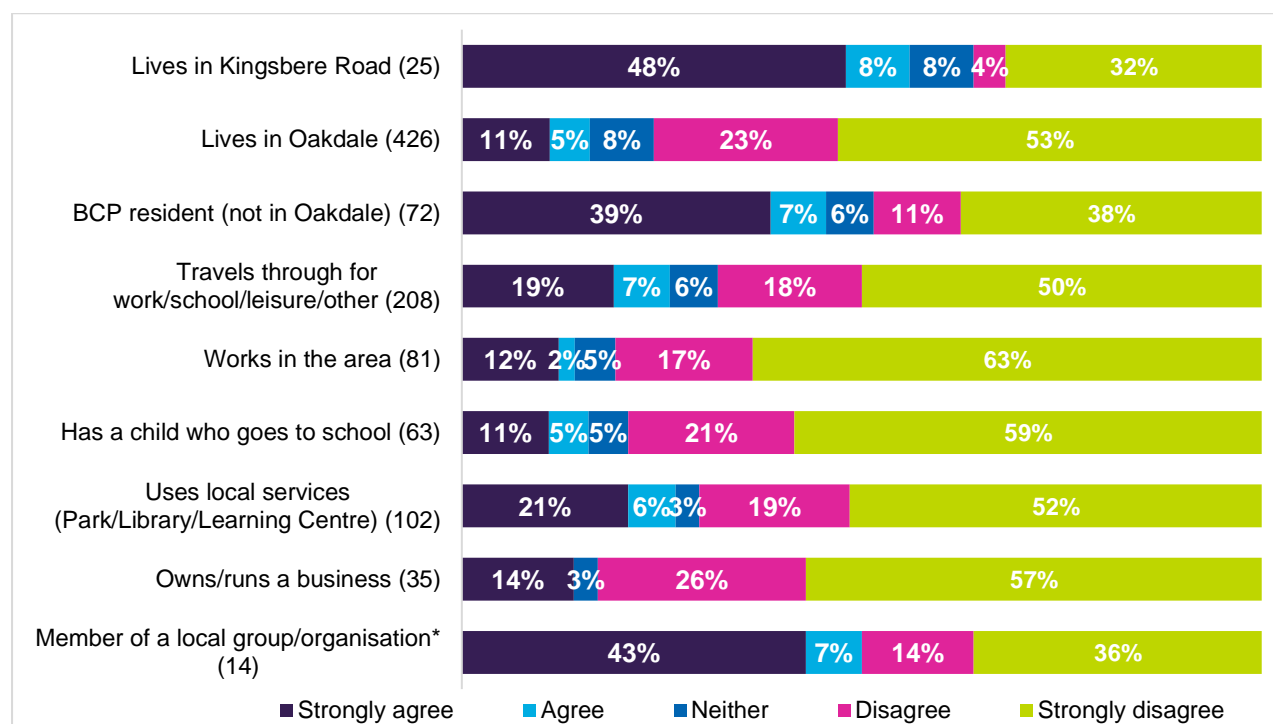
Bases (as shown)

Figure 26: Agreement with ‘the changes have made it safer for me to walk in this area’ by respondent type.



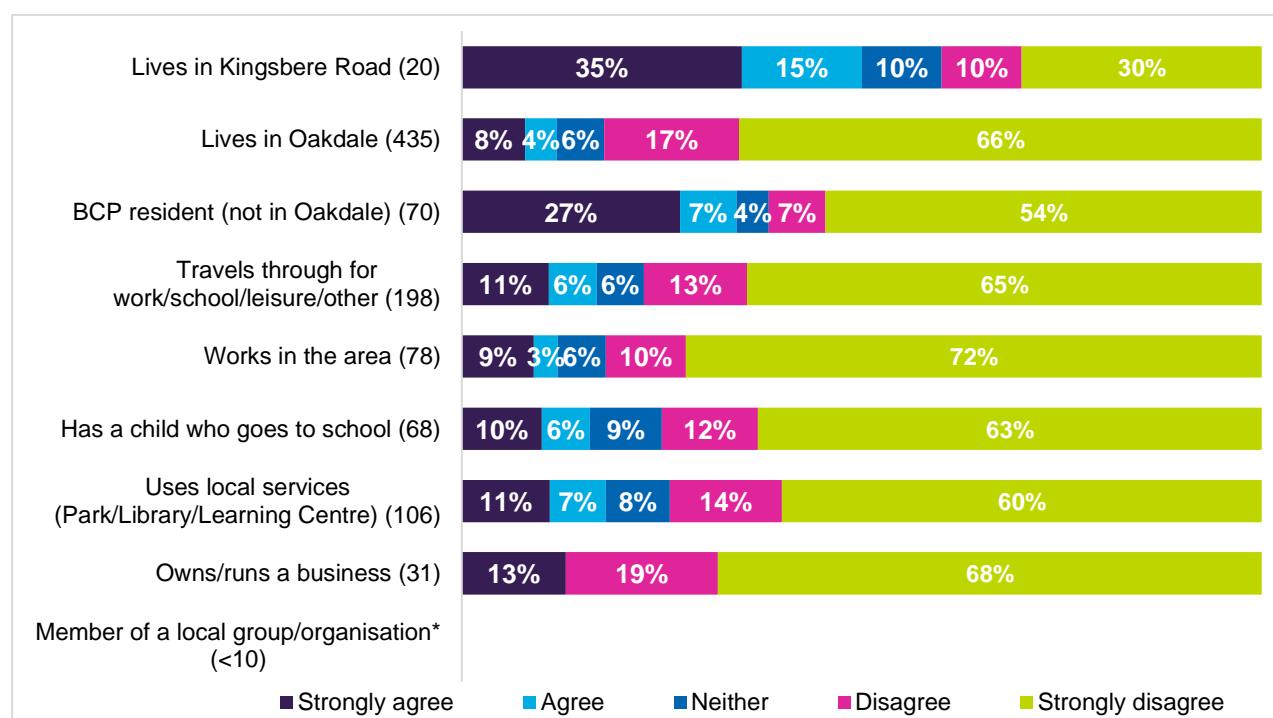
Bases (as shown)

Figure 27: Agreement with ‘the changes have made it safer for me to cycle in this area’ by respondent type.



Bases (as shown)

Figure 28: Agreement with ‘the changes have encouraged me/my family to travel to school on foot/by bicycle/scooter’ by respondent type.



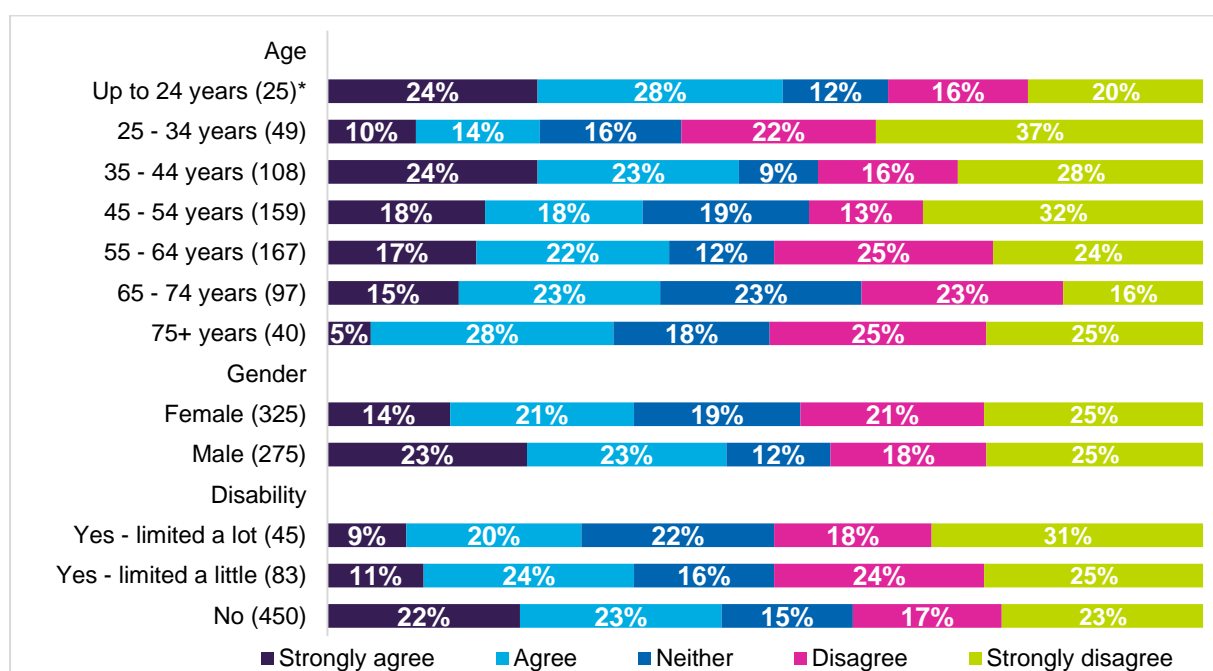
Bases (as shown)

3.6.2 Views on the changes by equalities groups

There are statistically significant differences by age (for all statements), disability and gender.

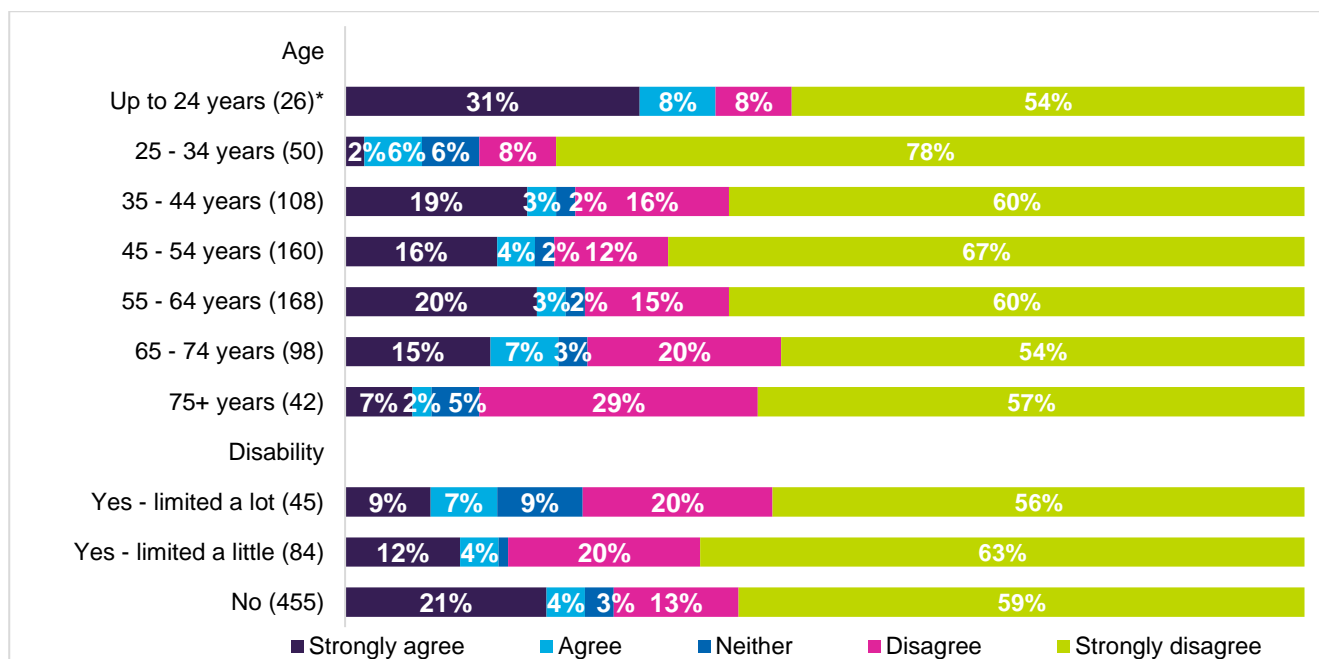
- **Males** have higher levels of agreement across all statements (where there are significant differences) than **females**.
- Generally, those **aged up to 24 years** have the highest levels of agreement, with those **aged 25-34** having the highest levels of disagreement. Respondents **aged 75 or over** had high levels of disagreement for most statements.
- Those **with a disability** have higher levels of disagreement than those with **no disability**.

Figure 29: Agreement with the ‘principle of making highway changes to enable more people to travel more actively’ by equalities groups.



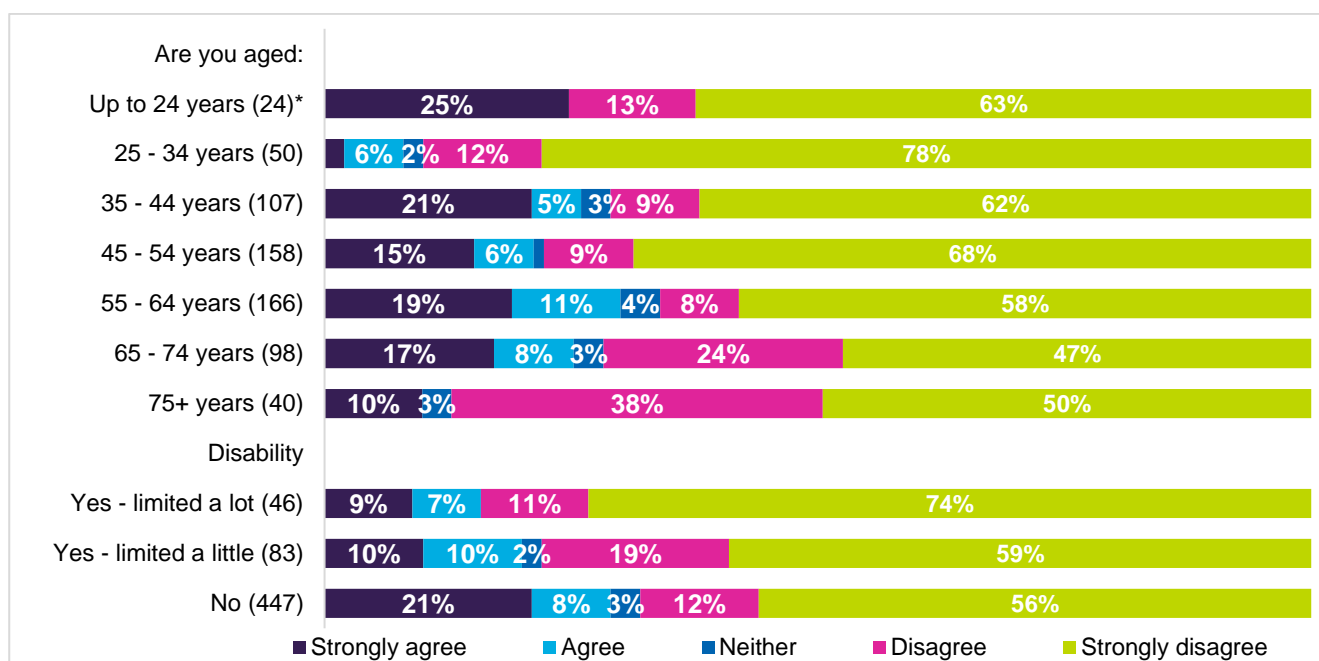
Bases (as shown)

Figure 30: Agreement with 'the introduction of the road closure in Kingsbere Road, at its junction with Hennings Park Road to create a low traffic area' by equalities groups.



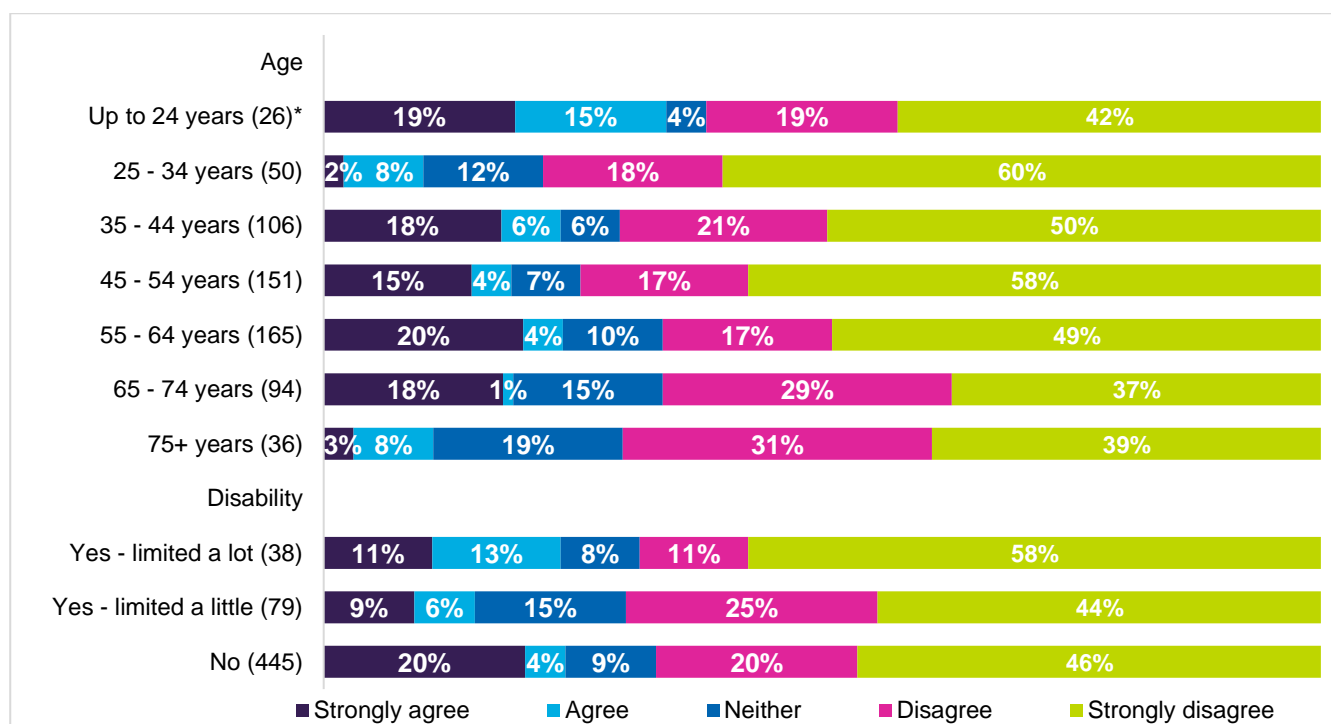
Bases (as shown)

Figure 31: Agreement with 'the combination of the changes in Darbys Lane and Kingsbere Road will reduce traffic in this area' by equalities groups.



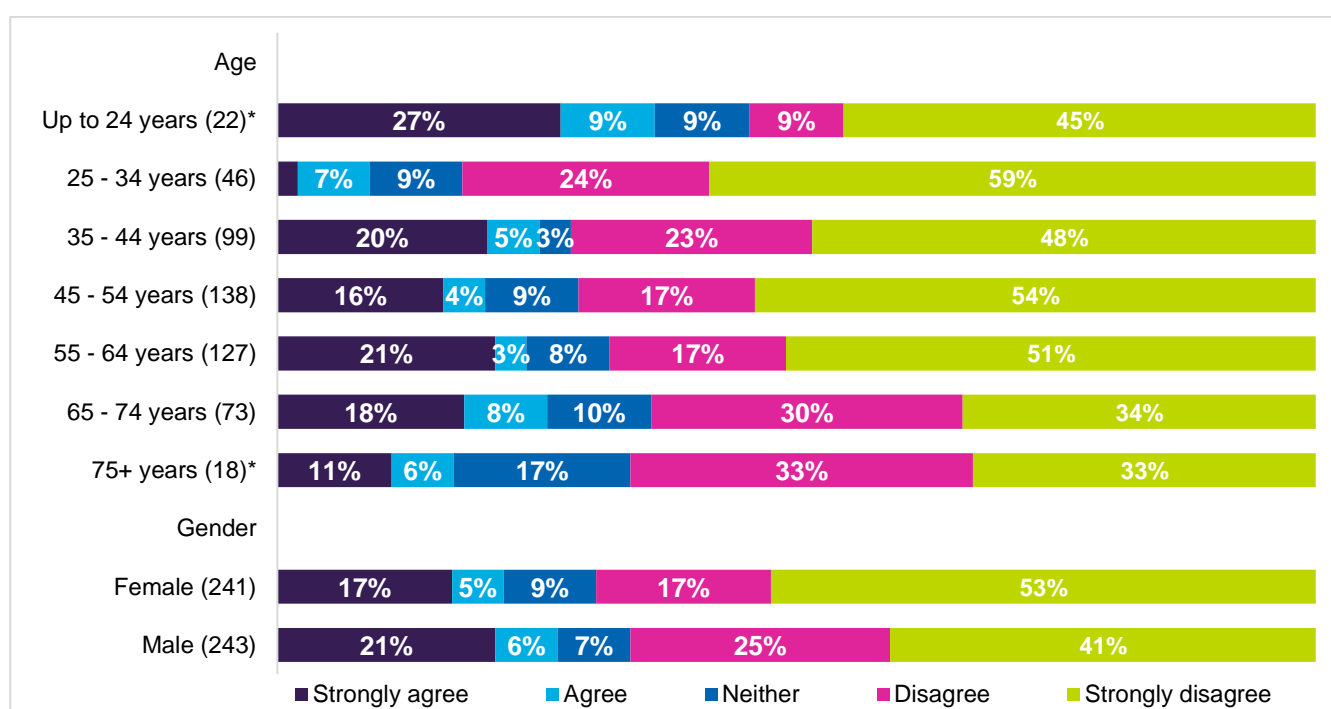
Bases (as shown)

Figure 32: Agreement with ‘the changes have made it safer for me to walk in this area’ by equalities groups.



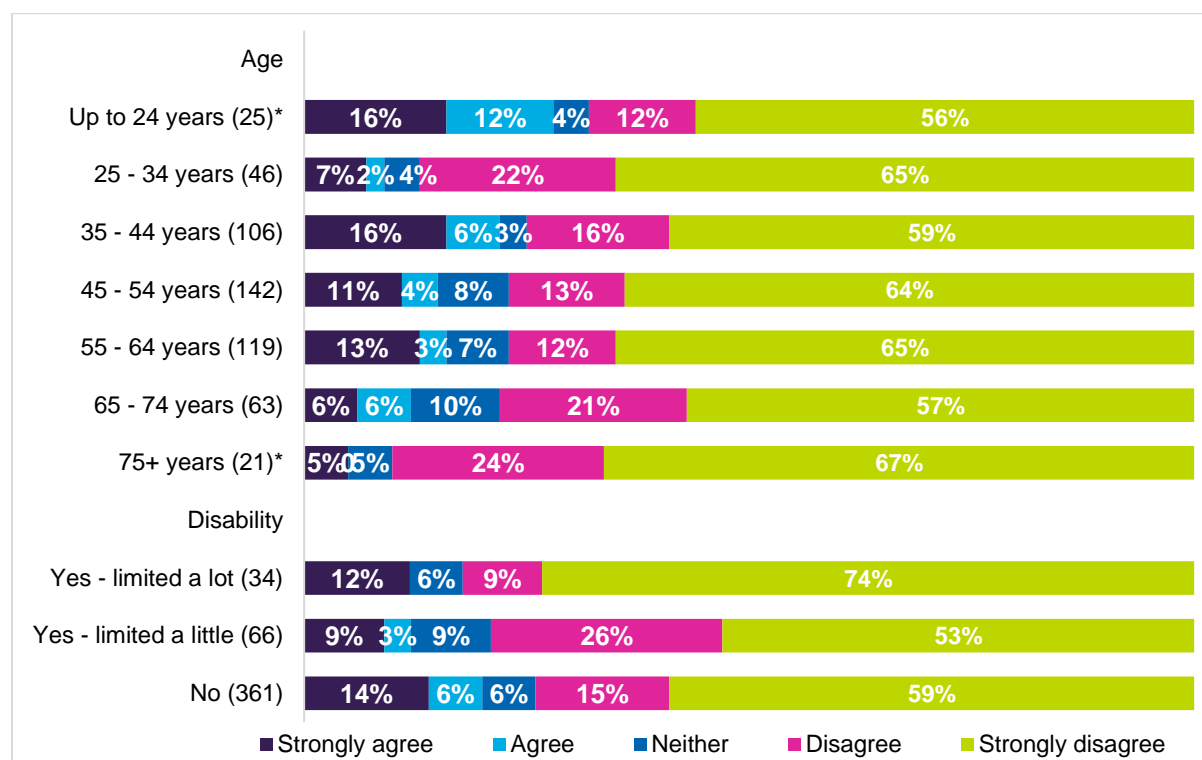
Bases (as shown)

Figure 33: Agreement with ‘the changes have made it safer for me to cycle in this area’ by equalities groups.



Bases (as shown)

Figure 34: Agreement with ‘the changes have encouraged me/my family to travel to school on foot/by bicycle/scooter’ by equalities groups.



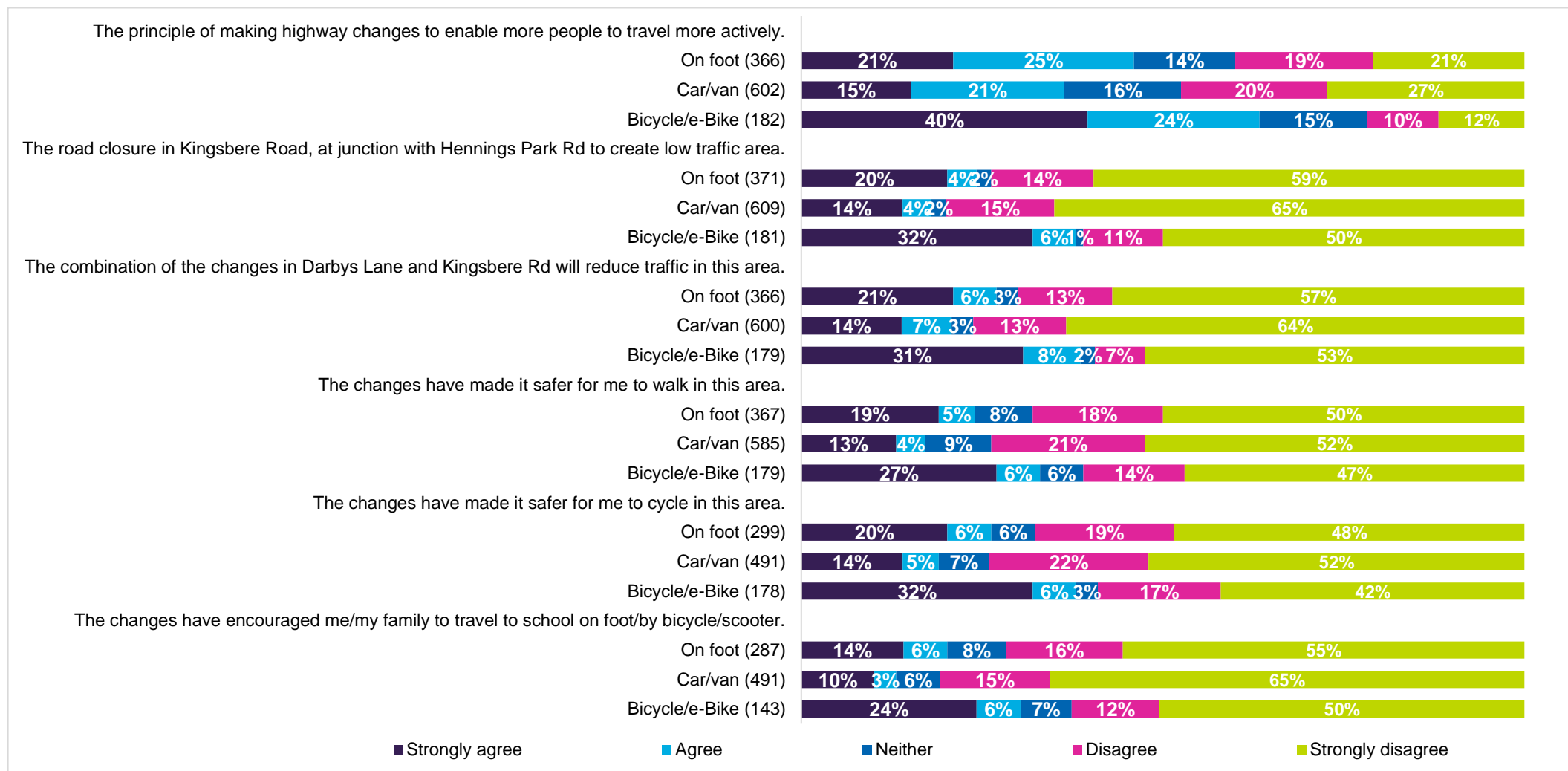
Bases (as shown)

3.6.3 Views on the changes by transport used

There are differences by mode of travel, as shown in the chart on the next page:

- **Cyclists** are the most positive about the changes across all statements, followed by those who **walk**.
- **Those who drive** have the lowest levels of agreement.

Figure 35: Views on the changes by equalities groups.



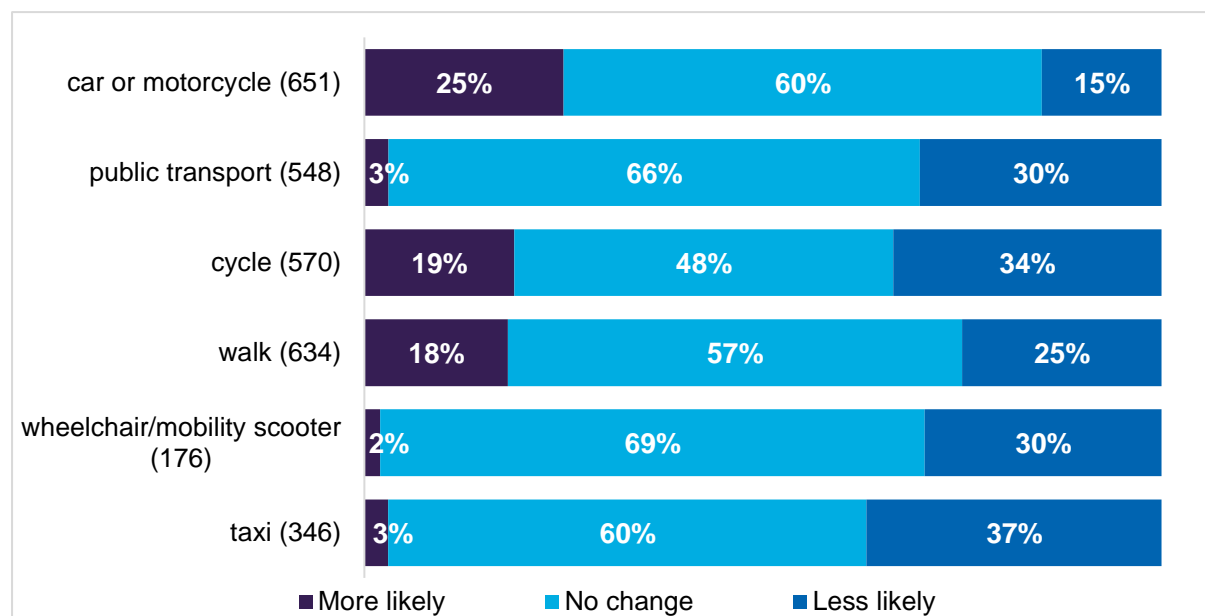
Bases (as shown)

3.7 Changes in mode of transport when travelling through the area

- The changes would make 25% of respondents more likely to travel by **car or motorcycle** when travelling in the area. 60% would not make any changes and 15% would be less likely to travel by car or motorcycle.
- The changes would make 3% of respondents more likely to travel by **public transport**, 66% would make no change. 30% would be less likely to travel in this way.
- 19% would be more likely to **cycle**, 48% would make no change and 34% would be less likely to **cycle**.
- 18% would be more likely to **walk**, 57% would make no change and 25% would be less likely to **walk** as a result of the changes.
- 2% would be more likely to travel by **wheelchair/mobility scooter****. 69% would make no change and 30% less likely to.
- 3% would be more likely to travel by taxi. 60% would make no change and 37% less likely to.

****Note:** less than 10 respondents use a mobility scooter or wheelchair, so breakdowns are not given for this question in the charts on the next pages.

Figure 36: Do the proposed changes make you more or less likely to use the following when travelling in the area?

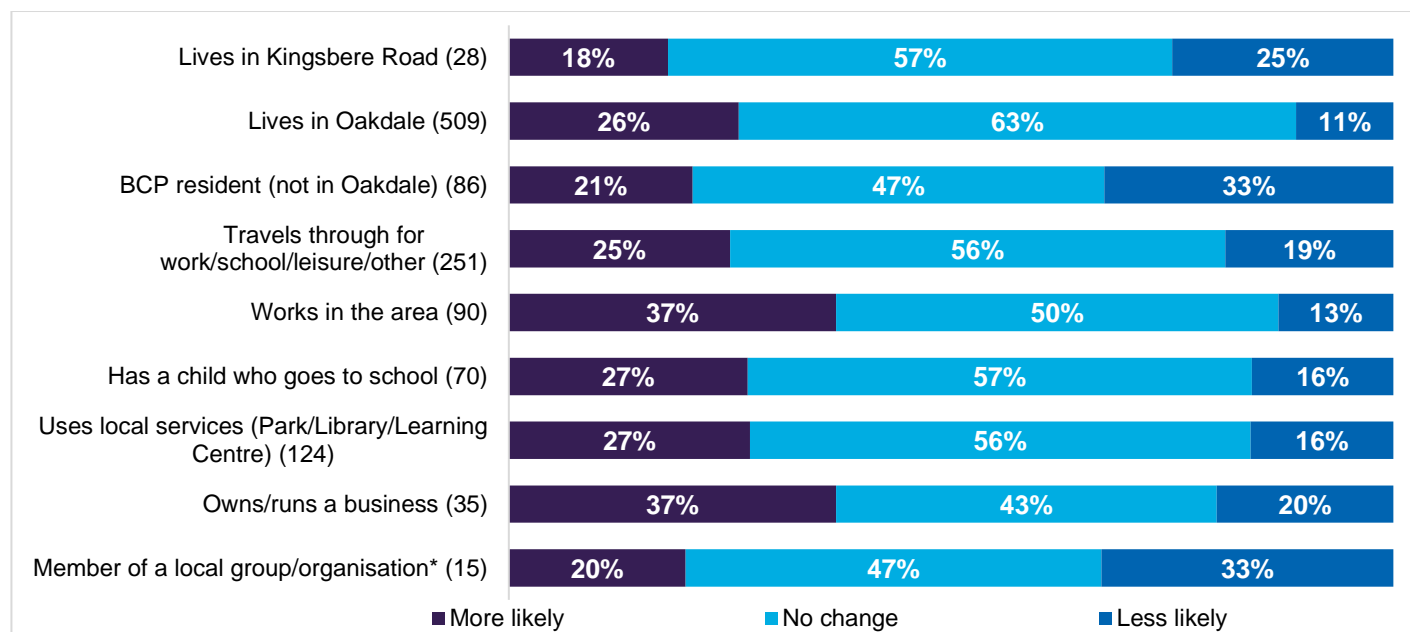


Bases (as shown)

3.7.1 Changes in mode of transport by respondent type

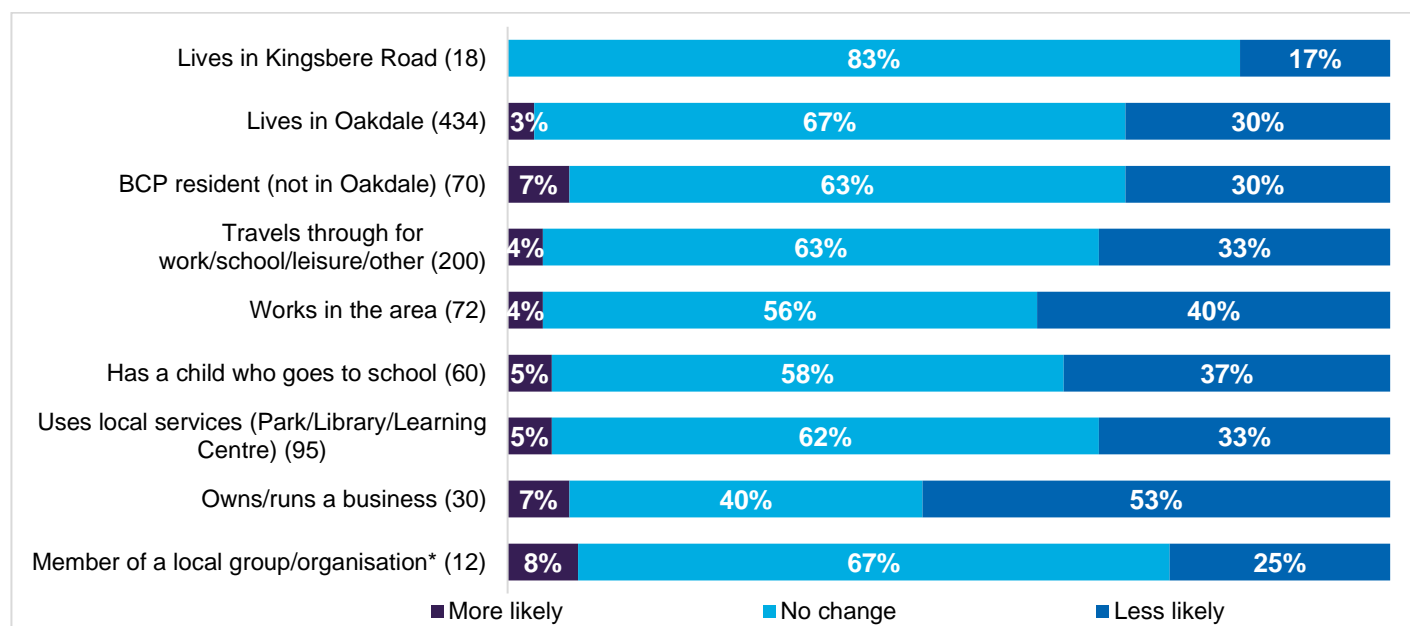
The most positive changes to travel mode by respondent type are for those [living in Kingsbere Road](#), [BCP residents](#) and [members of groups/organisations](#).

Figure 37: Do the proposed changes make you more or less likely to travel by car or motorcycle when travelling in the area by respondent type



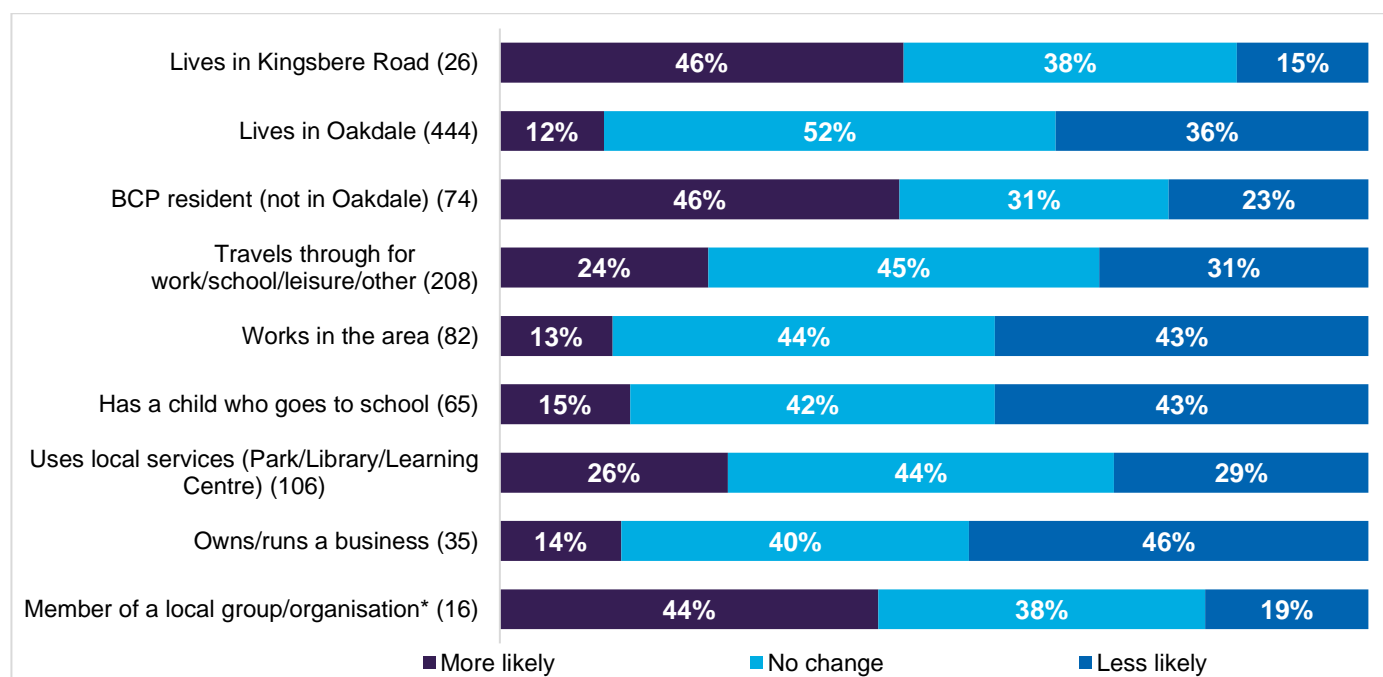
Bases (as shown)

Figure 38: Do the proposed changes make you more or less likely to travel by public transport when travelling in the area by respondent type



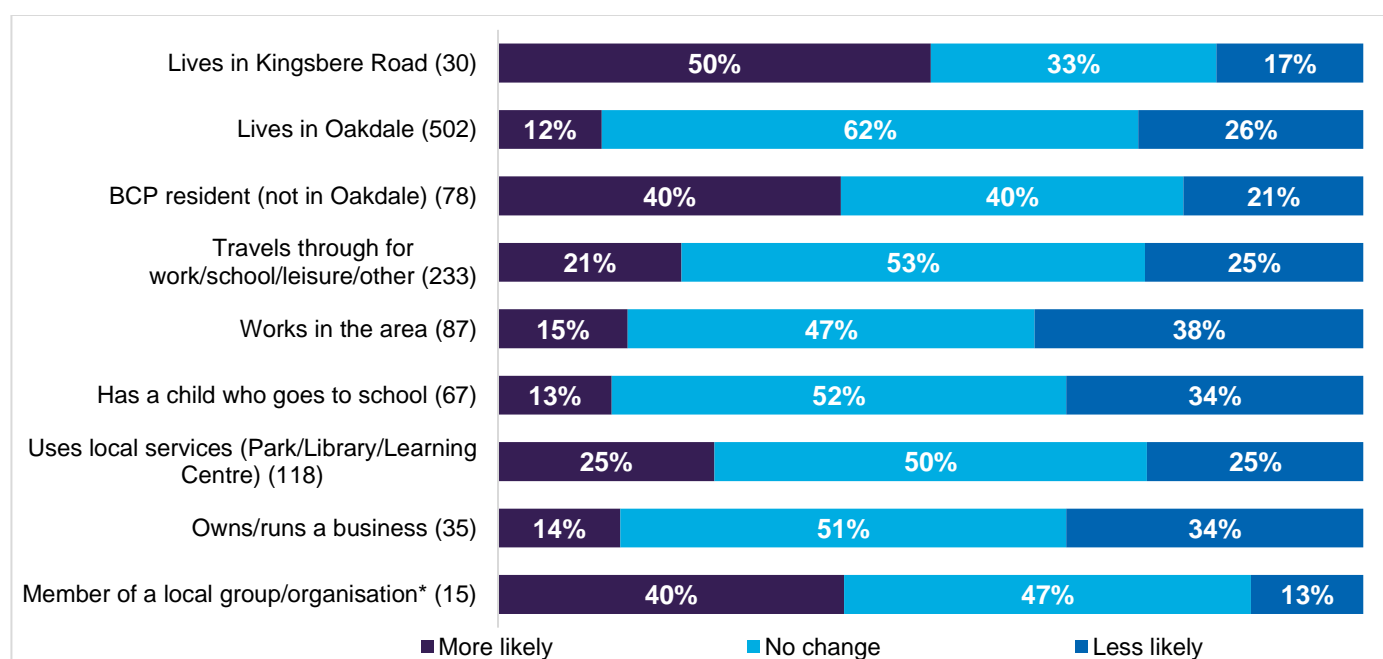
Bases (as shown)

Figure 39: Do the proposed changes make you more or less likely to travel by bicycle when travelling in the area by respondent type



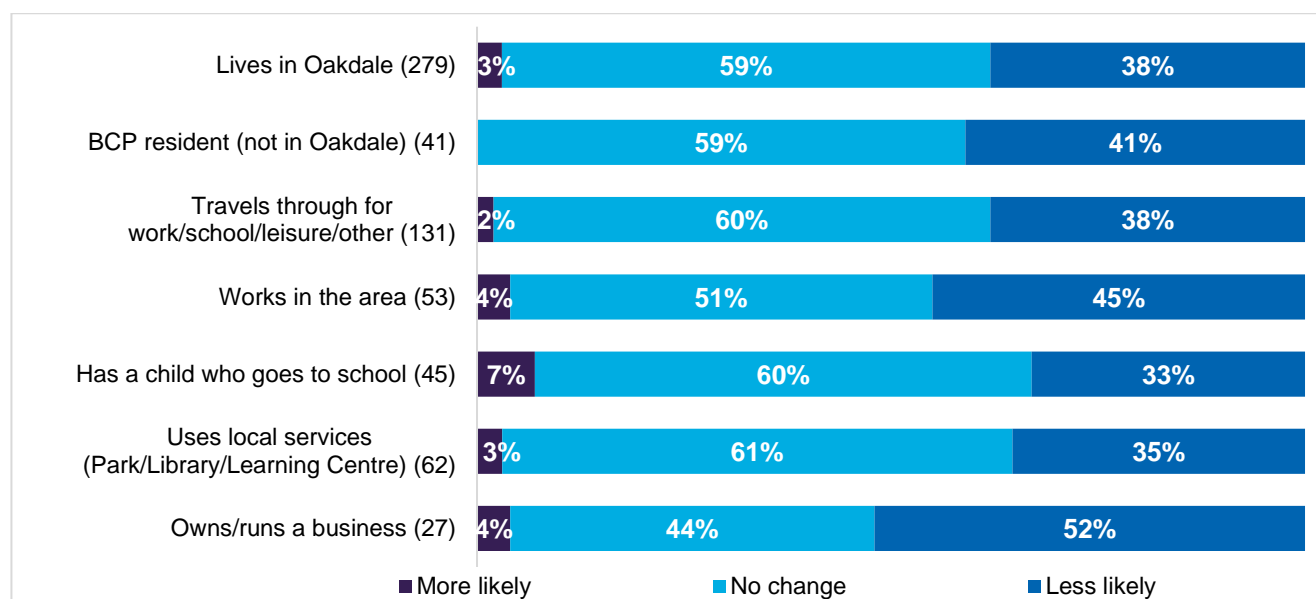
Bases (as shown)

Figure 40: Do the proposed changes make you more or less likely to walk when travelling in the area by respondent type



Bases (as shown)

Figure 41: Do the proposed changes make you more or less likely to travel by taxi when travelling in the area by respondent type

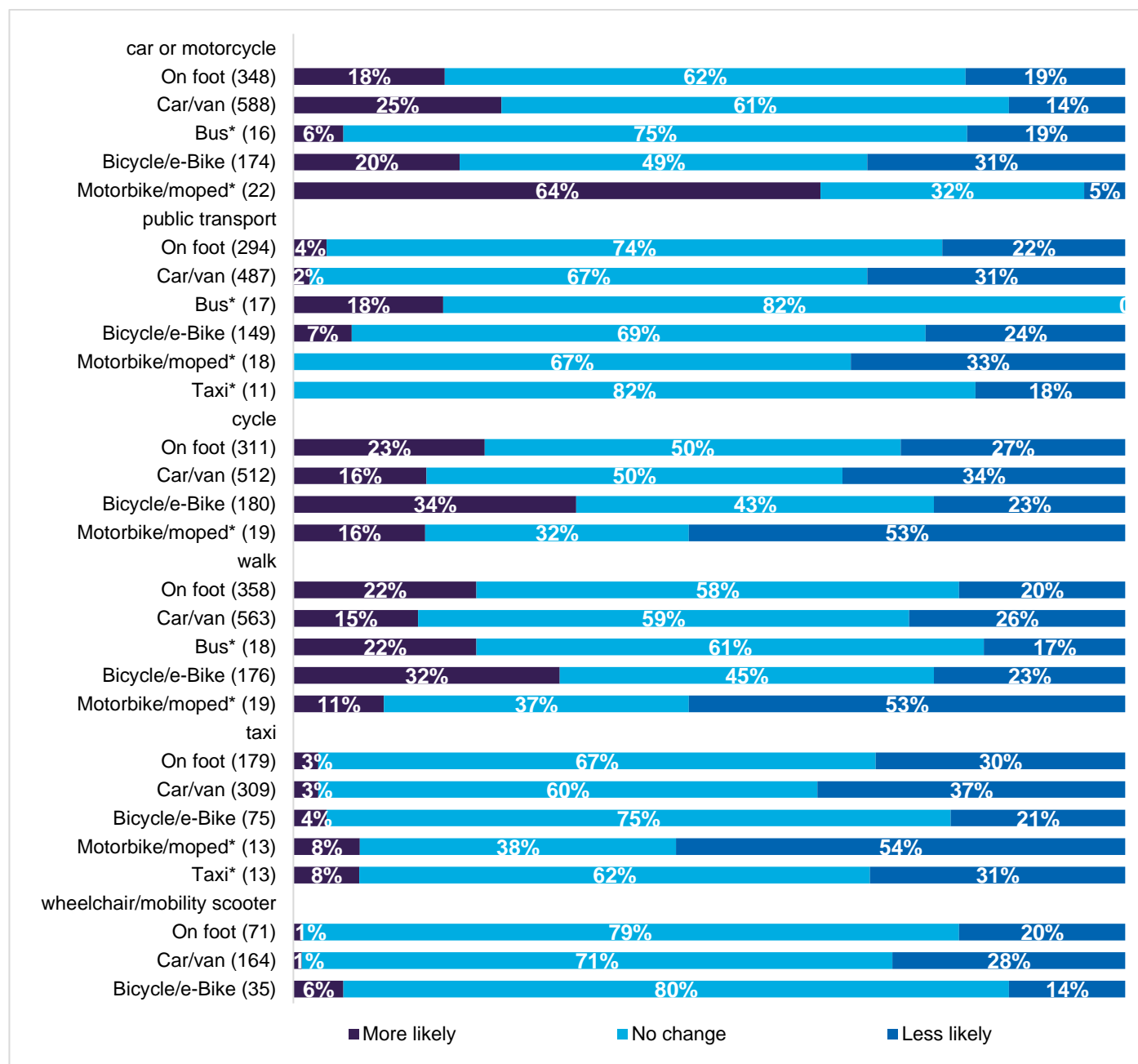


Bases (as shown)

3.7.2 Changes in mode of transport by transport used

The chart below shows differences in future transport use by current transport used:

Figure 42: Do the proposed changes make you more or less likely to travel by the following when travelling in the area by type of transport used.



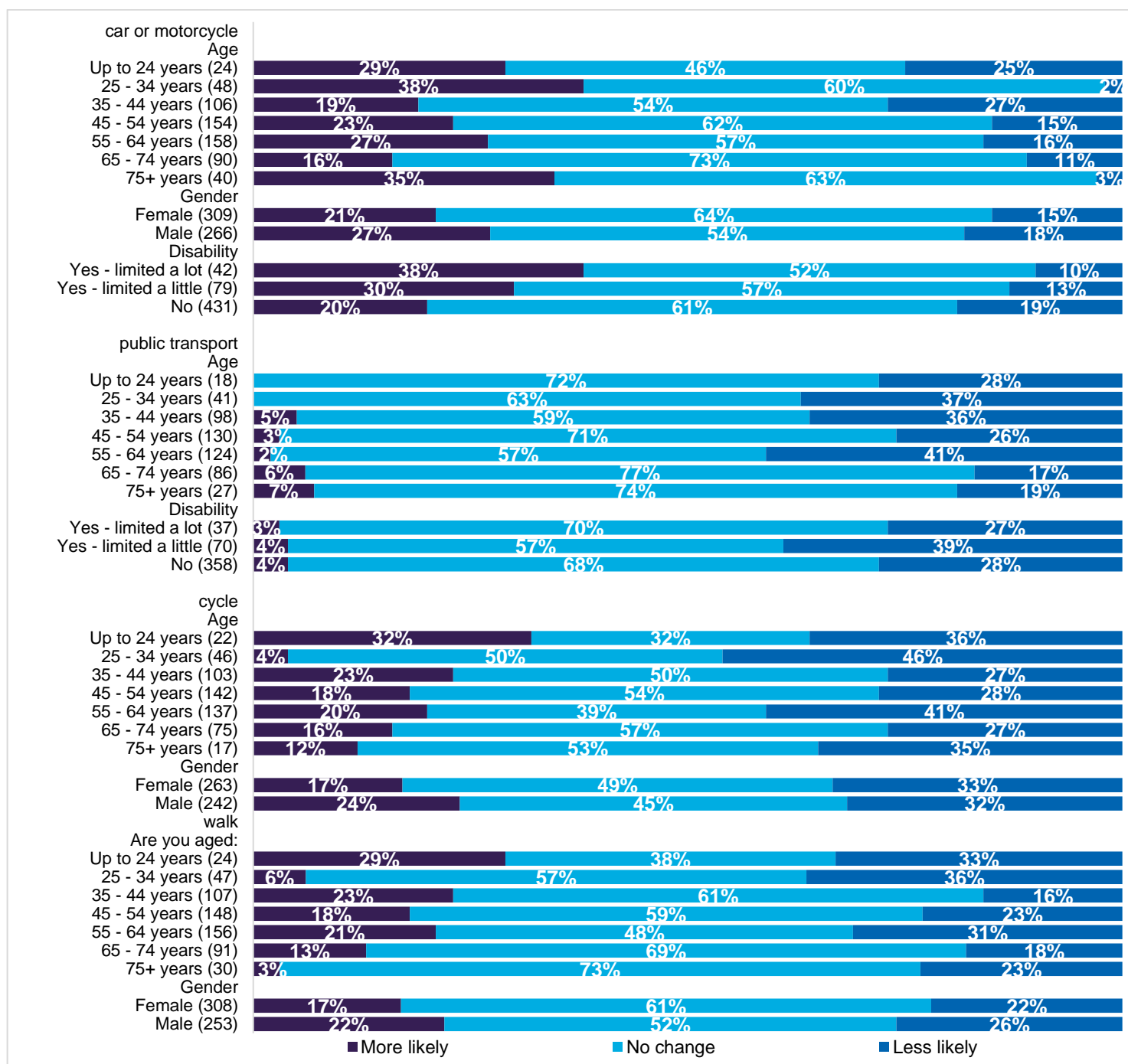
Bases (as shown)

3.7.3 Changes in mode of transport by equalities groups

As the chart below shows, there are the following equalities differences:

- Age** Generally, **younger age groups** report higher intention to switch to more forms of active travel than **older age groups**.
- Gender** More **males** than **females** would switch to active forms of travel.
- Disability** Those with a **long term illness or disability** are less likely to use active travel than those with **no illness**.

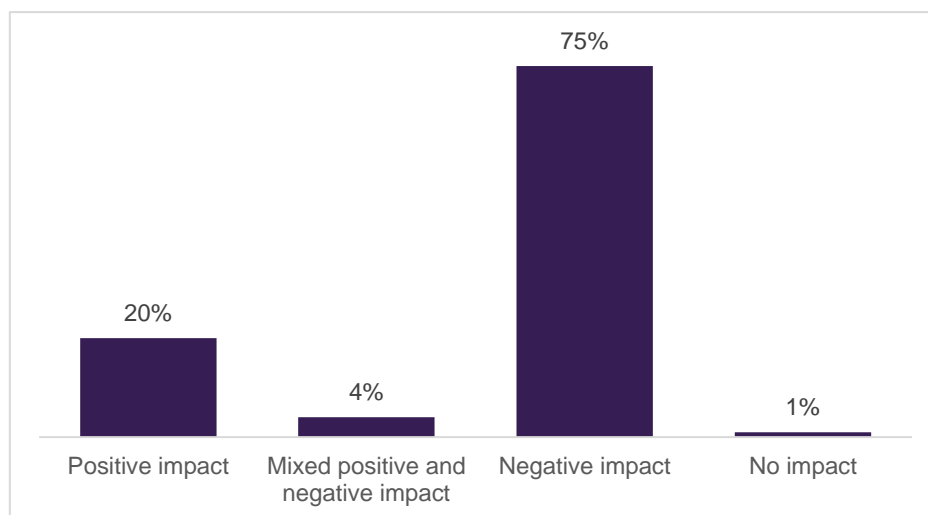
Figure 43: Do the proposed changes make you more or less likely to travel by the following modes of travel when travelling in the area by equalities groups.



3.8 Impact of the changes

Overall, one fifth (20%) of respondents feel a positive impact from the changes, with three quarters (75%) feeling a negative impact. 4% have experienced a mixed positive and negative impact and 1% feel no impact from the changes.

Figure 44: How much of an impact, if at all, do the changes have on you?



Base (690)

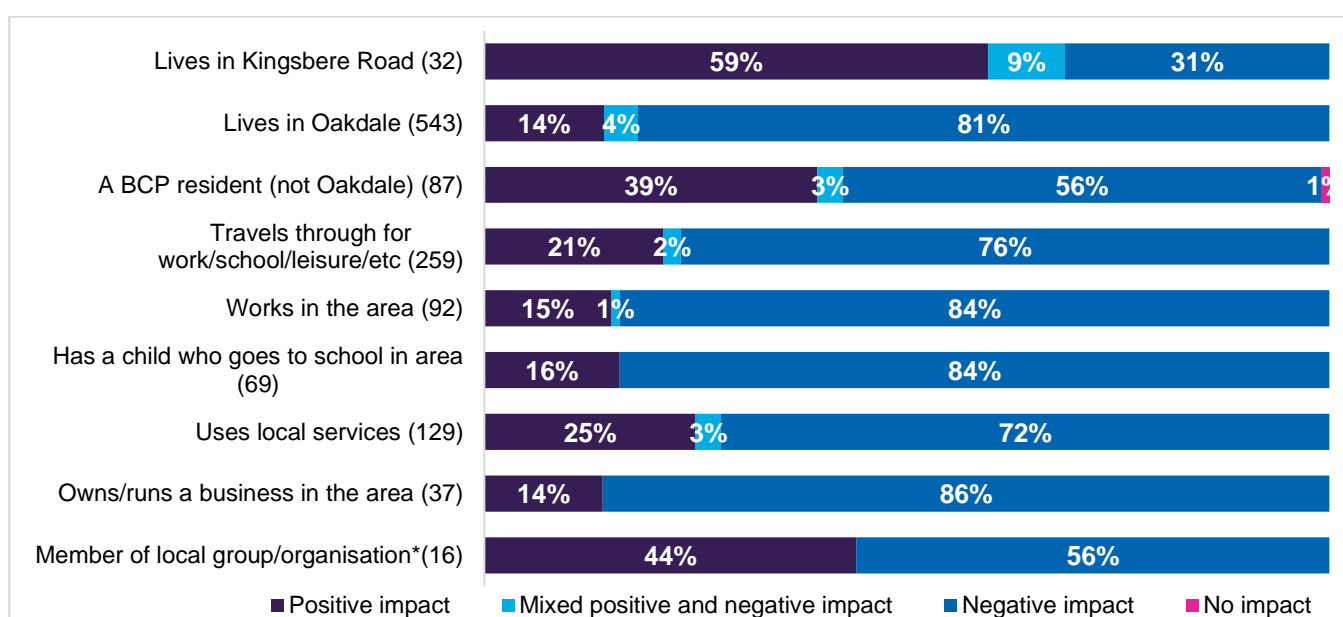
The results vary by respondent type, equalities groups and how people travel through the area, as shown in the next few pages.

3.8.1 Impact by respondent type

Impact varies by respondent type:

- more residents living in **Kingsbere Road** feel a positive impact (59%) than a negative impact (31%).
- the impact on **BCP Residents** is more varied, with 39% reporting a positive impact and 56% reporting a negative impact.
- Those who are a **member of a local group/organisation** have a more mixed impact (44% have a positive impact and 56% a negative impact)
- **other respondent types** report higher negative impact (72% to 86%), as shown in the table below.

Figure 45: How much of an impact do the changes have on you by respondent type

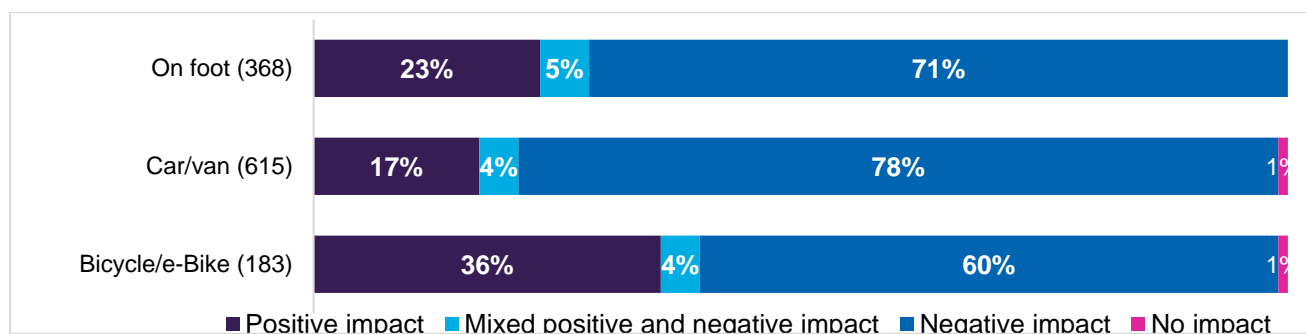


Base (684)

3.8.2 Impact by mode of travel

Impact varies by mode of travel, with the highest negative impact felt by those who **drive** (78%), as shown in the chart below. Just over one third (36%) of **cyclists** report a positive impact and 6% report a negative impact.

Figure 46: How much of an impact do the changes have on you by mode of travel



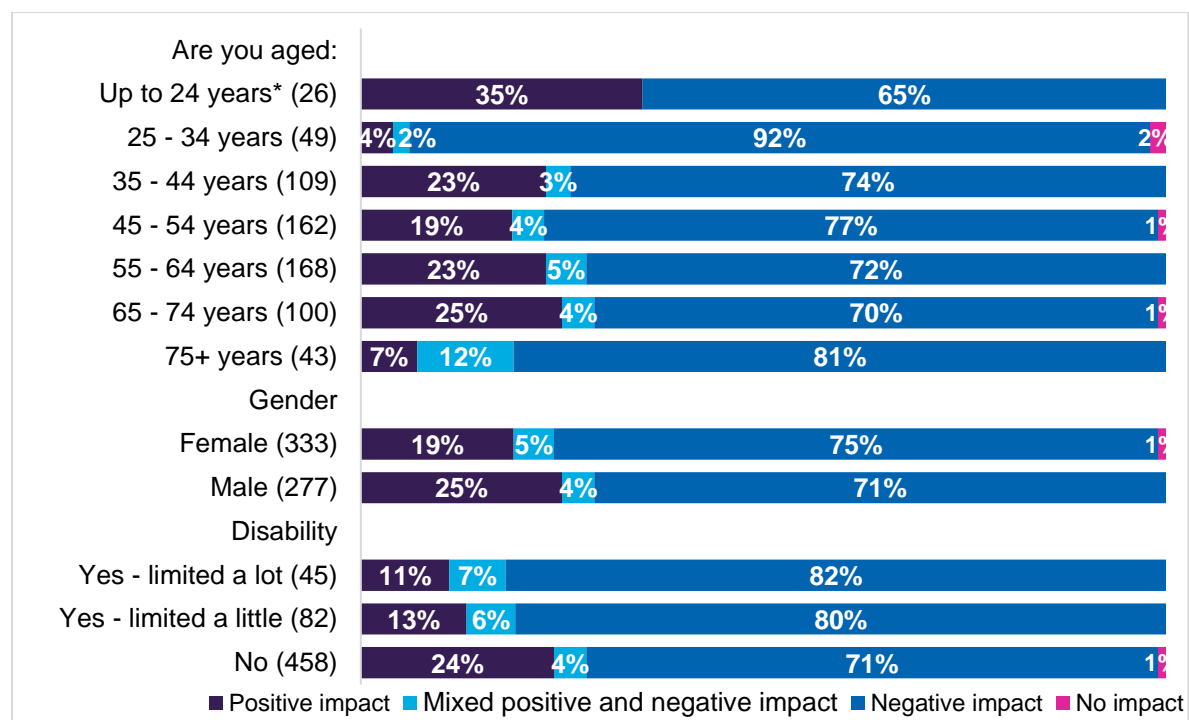
Bases (as shown)

3.8.3 Impact by equalities groups

There are differences in impact by [age](#), [disability](#) and [gender](#).

- [Males](#) have a greater positive impact than [females](#)
- Generally, those [aged up to 24 years](#) have the greatest positive impact, with those [aged 25-34](#) and [75 and over](#) having the highest levels of negative impact.
- Those [with a disability](#) have the greatest negative impact, compared to those with [no disability](#).

Figure 47: How much of an impact do the changes have on you by equalities groups



3.9 Views on the changes and their impact

Respondents were asked to explain their reasons for the level of impact that the changes to Kingsbere Road would have on them. 621 respondents provided feedback to this question which has been coded into themes to make them easier to interpret. Please note that where respondents have provided comments that relate to more than one theme, their feedback has been categorised into multiple categories.

In terms of impact, 107 of the respondents who commented felt that the changes would have a positive impact on them, 478 felt that the changes would have a negative impact, 24 felt that it would have a mixed positive and negative impact, while 4 felt that the changes would have no impact on them. 2 respondents who commented felt that the changes do not apply to them, 1 respondent did not know how the changes would impact on them, and 5 respondents who commented did not indicate what impact the changes would have on them.

Responses were coded in to seven key themes relating to 'being in support of the changes', 'questioning the purpose and rationale of the changes', 'access concerns', 'displaced traffic concerns', 'safety concerns', 'traffic calming measures and suggestions' and 'other comments not related to the changes'.

Theme	Number of comments
In support of changes	239
Purpose and rationale concerns	341
Access concerns	164
Displaced traffic concerns	976
Safety concerns	383
Traffic calming measures/suggestions	55
Other queries	9

3.9.1 In support of changes

There were 239 comments that were in support of the changes. Four of these comments were that **Kingsbere Road should remain closed**, while 10 respondents commented that the **benefits of the closure outweigh any negatives**.



"The introduction has been positive and I would urge the council to keep these changes."

"Although some of my journeys are slightly longer and awkward, overall I make this sacrifice because the area around me is less congested and safer for all."

19 respondents commented that the changes mean that **traffic flow is calmer**, particularly along Kingsbere Road and Hennings Park Road, while 35 respondents praised the scheme because it **stopped motor traffic from using the street as a rat-run**.



“Less traffic has produced less noise, pollution, made it less dangerous and made it a much nicer area to live for all in the area.”

“As a resident of Hennings Park Road the changes have had a positive impact with reduction of cars using our road as a rat run and speeding - we welcome the changes that have been made.”

“Kingsbere Road no longer being used as a cut through has resulted in a much safer street.”

25 respondents commented that the road was now a lot **quieter**, while four respondents suggested that **neighbouring roads were more suitable for local traffic to use**.



“Our roads are much quieter with fewer cars and safer for pedestrians.”

“The residential roads are much quieter, safer and less polluted.”

“Through traffic should be directed along major roads and residential minor roads should be for local traffic only.”

52 respondents commented that the road is now a lot **safer**, while six respondents commented that it is now **easier for pedestrians to cross the road**.



“It feels so safe now when cycling/walking up Hennings Park Road heading to Dorchester Road and also much more pleasant walking/cycling along Kingsbere.”

“Living in Hennings Park Road with a young family, I am really happy with the changes as I feel it keeps them safer and prevents traffic from rushing through.”

“Much easier to walk and cross the road safely with children.”

18 respondents commented that the **benefits are not confined to just one street** and the concept of a low traffic neighbourhood is being realised as a result of the closure, particularly along Hennings Park Road and Dorchester Road, while 9 respondents commented that it has resulted in an **enhanced local area** and is a better place to be. 19 respondents commented that it improved their **air quality** with less car fumes passing their house and street.



"As a resident of Hennings Park Road this has made the road a lot quieter. Also turning right out of Hennings Park Road into Dorchester in the morning I have found Dorchester Road much quieter as there is no longer the volume of cars turning into Hennings Park Road and then onto cut through Kingsbere Road."

"It is a more pleasant environment for me and my family to be in and enjoy."

"This will be safer for pedestrians and cyclists and reduce noise and air pollution."

33 respondents commented that the changes **encourage them to walk and cycle** in the area.



"Can only be a good thing getting cars off the road and more people exercising via bikes or walking."

"I now cycle home from work this way and it's lovely and quiet."

Five respondents commented that the closure has meant that it is now **easier for them to access their driveway**, with fewer cars driving past and/or blocking their entrances.



"Due to the volume of fast moving traffic on Kingsbere Road, it was becoming difficult to safely reverse out of our drive. We have sustained damage to wing mirrors several times."

3.9.2 Purpose and rationale concerns

There were 341 comments questioning the purpose and rationale of the changes. 38 respondents commented that the closure of Kingsbere Road to motorised vehicles was unnecessary as there were **no previous issues** with vehicles using the road. Comments also suggested that due to the cars parked along the road and the short nature of the road meant that cars were unable to drive at unsafe speeds.



"I never experienced speeding traffic along Kingsbere Road or the top of Hennings Park Road as there were always parked cars to negotiate around. There are good pavements both side of all the roads so children could already ride / scoot - how has the closure of Kingsbere Road made any difference?"

"It's not a rat run, max speed through Kingsbere is 20 mph max. Can't recall a single accident there in the last 12 years!!"

14 respondents commented that the **Darbys Lane closure had impacted on the volume of traffic using Kingsbere Road**, while 11 respondents commented that **Kingsbere Road should be reopened**.



"Kingsbere is understandable, but that only increased when Darbys Lane was installed. Please remove Darbys Lane as its just one way out into the network."

"Do not like the closure of Kingsbere Road or the other roads in the area."

46 respondents commented that the closure **will not increase the likelihood of walking and/or cycling** for themselves or others, while 37 respondents commented that **cycling and/or walking or is not a viable alternative** to using their vehicles, mainly due to work commitments or the length of their journey.



"I have not seen an increase in cycling or walking as a result of the changes but an increase in motor vehicles."

"I travel that road every day and see very little traffic. Closing the road does not increase cyclists or walkers."

"When I need to drive I still drive but now I have travel further up Dorchester Road to Pound Lane and am tempted - along with many other drivers I have seen - to go a bit faster to make up for this."

"As well as using a car I'm also a walker and cyclist. The closures don't mean I use the car less as I always use it when walking or cycling is not appropriate."

23 respondents commented that the changes **disproportionately affects the elderly and disabled**, many of whom rely on their cars or are unable to walk or cycle.



"I am 92 years of age so rely on cars and taxis to take me to medical appointments and local shops etc."

"As a pensioner I need a car."

24 respondents commented that the **route is not used by or suitable for cyclists** to warrant closing the roads to motorised vehicles, and that cyclists use the main roads and shortest distances to cycle to their destinations.



"As a cyclist it certainly hasn't made my travelling any better and I still go the most direct route, I'd certainly never increase my distance purely to make the most of Kingsbere being closed."

"I have seen no change to cycling when out in the car, cyclists are still using Dorchester Road and that's become more dangerous since the closure of Kingsbere."

Seven respondents commented that **roads are meant to be used by motorised vehicles** and thus should remain open for their use and access.



"They are roads, built at taxpayers money for cars. Reopen them and rethink your strategy."

32 respondents commented on the **vested interests of individuals, groups and councillors** who are in support of the closure, while five respondents commented that **COVID-19 is not a justifiable reason** for introducing the ETRO. A further 11 respondents questioned whether there was **sufficient evidence** that supported the closure as well as evidence showing improved air quality as a result.



"A ridiculous proposal pushed through by councillors chasing their own interests rather than the interests of residents."

"You abused your power and closed it under a lie! Covid restrictions have been removed, time to reopen the road under the basis to which you closed it or admit your deceit!"

"The proposed benefit cannot be evidenced. There are no additional cyclists or pedestrians in these areas and to propose it under the guise of COVID 19 is a sham. There is no logical link between the pandemic and the measure taken."

10 respondents commented that the funds were an **inefficient use of public money** and that it would be better spent on other improvements within the local area.



"The change has made Hennings Park Road feel cut off. We have lived here 30 plus years and see no benefits to anyone. Put both back and stop wasting money on things not needed and concentrate more on what is required."

51 respondents commented that the closure **prioritises only a small number of local residents over the interests of the majority** of other residents in the local area, while two respondents commented that it **adversely affects property prices** on other roads where more traffic is now experienced.



"Whilst I agree to the principals of your project what is the point if you merely transfer the traffic to other residents?? For the benefits of a few houses in Kingsbere Road/Hennings Park Road you have made it worse for many more house owners in Dorchester Road and Pound Lane."

“Latest idiotic idea that benefits a few people, but makes matters worse for the majority.”

“It’s likely this action has devalued our house.”

14 respondents commented that there was a **lack of public consultation** prior to the changes being implemented, while 16 respondents commented that the views and disapproval voiced by **local residents had not been listened to**.



“The unilateral decision by BCP Council to close off roads around Oakdale is unacceptable. The consultation period should have been put in place long before the action of closing off the road but as usual the self-important councillors make their decisions whilst only taking into account the views of the people who shout the loudest (i.e. the residents of Kingsbere Road in this case).”

“You have gone against the wishes of the community, closing Darbys was bad enough then with the addition of Kingsbere we now have more cars using less roads.”

“It is clear the majority of residents and motorists strongly oppose the changes - see petition with approx. 1,000 signatures.”

3.9.3 Access concerns

There were 164 comments that related to access concerns as a result of the changes. 78 respondents commented on the fact that the changes have made **accessing the road they live on more difficult** through blocking off their access via Darbys Lane and Kingsbere Road, as well as issues with getting in and out of their **driveways** on roads that now have more traffic on them.



“As a Hennings Park Road resident, being unable to exit our road at BOTH ends in the direction of the town centre is extremely frustrating. We spend far longer in our cars having to travel via Dorchester Road to get anywhere, not to mention sitting in traffic at the Oakdale lights or the Animal Kingdom junction.”

“I Live on Dorchester Road (at the top by the cemetery) and since the crazy closures of roads around Dorchester Road has been implemented access to and from my house has become a complete nightmare, some mornings it takes me 10 minutes to get out of the drive.”

32 respondents commented on the restrictions making it harder and more time consuming for **emergency vehicles** to access these side roads, increasing response times and risk for those who need emergency care.



"Last week 2 ambulances got stuck and had to go back on themselves whilst attending emergencies, valuable time wasted and lives could be lost."

"You haven't taken the disabled into account and their needs e.g. delays in getting an ambulance NOT just to my mother but anyone in the Hennings Park Road as they now have to take a longer route more so when timing is important e.g. stroke/heart attack is a life or death matter and timing is important."

In addition, five respondents commented on the restricted access that **carers** have to their patients in the local area due to the changes, resulting in increased journey time and they are unable to spend as much time with their patients who need their support.



"All these changes are badly affecting local care agencies who already have too few staff as times to travel between calls is extended by the closures and increased traffic on the main roads."

26 respondents commented that the changes restrict access to **local businesses** and has resulted in customers shopping elsewhere.



"This could have a huge impact on business if the closure of Kingsbere Road is made permanent - clients might not consider using my service because the drive will have doubled!"

Nine respondents commented that the changes result in higher **taxi costs** due to longer journeys, impacting on those on limited income who use them.



"The cost of my taxi to the hospital has increased by £3.40 and attending weekly is leaving me with not enough money to live on. This is discriminatory to the elderly or disabled."

Four respondents commented on the access restrictions impacting **delivery drivers** as well as servicing vehicles.



"It's also playing havoc on deliveries seeing so many vehicles having to turn around causing them to run late and then trying to make up their lost time put cyclists, pedestrians and other road users at risk."

Eight respondents commented on **Pound Lane being unsuitable for a bus route**, while two respondents commented on difficulty walking to access the new bus route and that there were delays to the service.



"Though limited buses come down Pound Lane now, the buses cause a traffic blockage almost daily."

“Moving the bus stops will make it difficult for residents with mobility issues to access public transport as for many even a slightly longer walk is too much.”

“All the traffic is now on Dorchester Road causing the buses I catch to be delayed.”

3.9.4 Displaced traffic concerns

There were 976 comments relating to concerns about displaced traffic as a result of the changes. 120 of these comments related to **increased traffic on surrounding roads in general**, while 48 comments related to increased **congestion** as a result of the displaced traffic. The increased traffic and congestion on the roads specifically mentioned has also made them more dangerous for all road users, including drivers, cyclists and residents.



“Other roads are far busier and dangerous and more congested.”

“Increased traffic at major junctions and roads which are dealing with increased traffic.”

“Traffic queues and more traffic. Making it unsafe.”

136 respondents commented on increased **traffic along Dorchester Road** as a result of the closures, which also causes longer queues and issues experienced at the Ringwood Road junction, mini roundabout and at the junction with Wimborne Road.



“Because of these closures Dorchester Road is far more congested which then in turn makes Wimborne Road more congested. Cars are queuing so the car fumes have increased so this will do little for the pollution in the area.”

“I live on Dorchester Road the increased volume of traffic that is being forced and pushed onto Dorchester Road is ridiculous. It is so dangerous now. If cars aren't sat at a standstill they're racing down as fast as possible.”

Similarly, 104 respondents commented on **increased traffic along Pound Lane**, as well as increased queuing at the Dorchester Road junction and with Fernside Road. Additional traffic along Pound Lane impacts on those accessing the school, as well as congestion caused by parked cars and the bus being directed down this road.



“As a parent who walks to St Marys along Pound Lane every morning, I feel that closing Kingsbere Road is simply pushing more traffic along Pound Lane. I really don't see how this is making the route to St. Marys safer.”

"I appreciate that the closure has reduced traffic in Kingsbere Road but this has meant increased traffic in Pound Lane and Dorchester Road. As a resident of Pound Lane there has been a noticeable increase in traffic with increased congestion particularly during commuter hours in the morning and when St. Mary's school starts as there has been no decrease in the number of cars parked in our road when parents are taking their children to school."

39 respondents commented that there was now increased **traffic at the two sets of traffic lights** along the A35 within Oakdale.



"Increased traffic at Oakdale lights and New Inn lights."

"I am now trapped in jams and traffic lights for almost every journey and every direction."

18 respondents commented on increased **traffic along Wimborne Road**, while 11 respondents commented on increased traffic along **Fernside Road**.



"The alternative route for me to the Post Office would mean driving across FOUR lanes of traffic in Wimborne Road."

"The traffic in the surrounding area is now horrendous. Wimborne Road has queues in both directions now and traffic at a standstill."

"Since both roads have been closed the traffic building up along Fernside Road is horrendous. Also Dorchester Road is awful."

Other roads that respondents commented on experiencing increased traffic included Gorse Hill Road (4 comments), Henning Park Road (3 comments), Hunt Road (3 comments), Ringwood Road (3 comments), Oakdale Road (2 comments), Bond Road (2 comments) and Vicarage Road (1 comment).



"All this will do will increase the rat run down Hennings Park Road and the top of Pound Lane/Dorchester Road."

"Hunt Road has an increase in traffic for the catholic school and Fernside Road is busier with traffic and longer delays at traffic lights."

"More traffic in Gorse Hill Road."

"Build up of traffic on Oakdale Road making the mini roundabout more dangerous and made risky pulling out of my driveway."

"Hennings Park and Kingsbere might be quieter for a small section in that area, but Dorchester Road and Bond Road are now very busy especially in the morning and late afternoon after work."

"The closures of both roads has had a huge impact on Vicarage Road traffic use!"

In addition, 146 respondents commented on having to now take **longer journeys**, both in terms of distance as well as journey time as a result of the closures.



"I have to extend my distance and travel time now that the closures have been put in place."

"I now have to drive a longer distance on main roads sat in queues of traffic. This delays me reaching my home visits, increases my carbon footprint and is a nightmare."

"Increase my travelling distance/time and fumes by trying to find alternative longer route which is block by traffic having to do the same. This type of scheme is choking the traffic flow in the area."

24 respondents commented that **Kingsbere Road and the connected side roads help to ease traffic flow elsewhere**.



"I use this road to exit work quicker and reduce traffic on main road at school leaving hours."

"I use Kingsbere Road frequently due to congestion and sheer volume of traffic on Ringwood Road. At school end time there are many children standing on the pavement near Animal Kingdom which cause an obstruction and make it difficult to see the oncoming traffic. Using Kingsbere Road enables me to avoid the unsupervised young people."

166 respondents commented on the additional **pollution and car fumes** in the area as a result of cars driving for longer and being stuck in stationary traffic due to the road closures. This increase in car fumes also makes the roads an unpleasant place for cyclists and pedestrians.



"Have to sit in traffic so causing more pollution and fuel cost."

"More traffic, more fumes concentrated on fewer roads. If the traffic is spread out so are the fumes."

Coupled with this, 39 respondents commented on being impacted by the increased **use of and cost of fuel** to travel these longer distances.



"Using more petrol so adding more emission in traffic jams."

"We as a family now can't get to Poole or Ashley Cross without having to go the very long way around costs me an extra £15 per month for fuel now which means more fumes."

53 respondents also commented on **increased noise** along the roads that are experiencing higher traffic volume.



“The noise now from traffic from Pound Lane is far greater than we have ever experienced.”

“Increased level of noise and pollution due to increased traffic on Dorchester Road.”

In addition, 37 respondents commented that the road closure has resulted in **parking issues elsewhere in the local area** due to the closures, with issues particularly experienced along Pound Lane. Respondents also commented that this increase in parking along Pound Lane has also helped contribute to the congestion and safety issues experienced along this road.



“More traffic now uses the full length of Pound Lane and combined with parked cars both sides of the road, it is often difficult to pass traffic coming the other way.”

“The closure of Darbys Lane pushed more traffic to use it and along with all day parking being allowed (the first area past Pound Lane) made accessing your home driveway in and out a matter of taking your life in your hands as traffic is upon you before you know it.”

Furthermore, 17 respondents commented that **cars are parked inconsiderately along Kingsbere Road** since the closure, causing issues for pedestrians and cyclists moving in the area.



“Much of the issue with Kingsbere Road seems to be with cars parked on either side of the road, many of which are the vehicles of Kingsbere residents. Why don't they park in their drive?”

“The change has actively encouraged parking on pavements and across dropped kerbs. In particular, and even though properties have driveways, residents with large campervans, vans and multiple cars choose now to park on pavement during all hours. Particularly creating obstruction for those with partial sight or requiring mobility assistance.”

3.9.5 Safety concerns

There were 383 comments that related to safety concerns as a result of the changes. 101 respondents commented that the changes have resulted in **driver frustration and speeding** on other roads, in particular along Dorchester Road and Pound Lane, in an effort to mitigate longer journeys.



"Frustrated motorists faced with the closures, rev their engines unnecessarily, and wheelspin away, accelerating to higher speeds as they seek an alternative route around the closures, whilst trying to make up the time lost."

"Speeding has increased in my area due to traffic having to go all the way around."

"All that has happened is more traffic driving faster around the areas which are open like Pound Lane and Dorchester Road."

In addition, 111 respondents commented on **decreased safety within the local area**, with the increased traffic on other roads increasing the likelihood of accidents, as well as issues with increased speed of vehicles trying to make up time lost on their journeys. In addition, there are potential issues with exiting and entering roads at major junctions as a result of increased traffic and reduced visibility.



"It's very difficult turning right onto a very busy road and I used to use Kingsbere for the safety of my family but now I have no choice but to hope that a speeding car doesn't plough into us on the school run when I need to pull out of my road."

"Means traffic has a far more dangerous junction to negotiate to enter Dorchester Road."

Furthermore, there were 72 comments relating to reduced **safety to children** in the local area as a result of the changes. These comments related to increased traffic along roads used by children walking to school. A number of these comments also suggested that parents no longer allow their children to walk or cycle to school due to increased risks from increased traffic along main roads.



"The review claims it will make travelling to St Mary's school safer. This will do the complete opposite as traffic approaching from Fernside Road that travelled through Kingsbere to get to Dorchester Road will now travel up Harbour Hill or Hunt Road, closer to the school putting children and parents at greater risk who have to cross either of these roads."

"Previously I had thought to let my son cycle to Poole high school but due to road closures and increased traffic along Wimborne Road I changed my mind."

52 respondents commented that **crossing local roads has become dangerous** and that **pedestrian crossings** in the local area are unsafe and dangerous, particularly along Dorchester Road and at the Hennings Park Road junction.



"I have to cross Dorchester Road and have found this harder due to the increased traffic on this road due to the closure of Kingsbere."

"Increased traffic at increased speed, many not stopping at either zebra crossings on Dorchester Road."

25 respondents commented that the changes had made it **less conducive to cycling** in the area, both along the closed roads as well as main roads, with increased traffic along these making it more difficult for cyclists.



"I feel cycling has become more dangerous as people who normally use Kingsbere Road speed along Pound Lane."

"I used to ride my bike to work and for leisure but the increase of traffic on my main routes Dorchester Road, Ringwood Road, Fernside Road are now so dangerous I can't cycle as safely as I did before. Closing Darbys Lane and Kingsbere Road have no benefit for me cycling through the area as like many others this is not a direct route to anywhere."

13 respondents commented that **cyclists travel on footways** in the local area making it difficult for pedestrians to remain on pavements.



"It does not encourage cyclists to use cycle lanes, they are still cycling along the pavements and I have had a number of near misses with people cycling on pavements."

Nine respondents commented that motorised vehicles continue to travel down the closed roads and **have to perform u-turns at the bollards**, making it unsafe for pedestrians and cyclists using the space.



"As I was travelling the long way up Pound Lane I was following a large lorry who turned into Kingsbere. On realising his mistake he automatically reversed out of the road narrowly missing my car which I had to swerve onto the opposite side of the road to avoid. He failed to stop and then sped at approx. 40-50 mph up Pound Lane."

3.9.6 Traffic calming measures/suggestions

There were 55 comments and suggestions about traffic calming measures that could be introduced in the local area. Of these, 11 respondents commented that **closed roads should be reopened** and that **no more roads should be closed** to motorised vehicles, while two comments suggested that **both Kingsbere Road and Darbys Lane should be reopened**. six respondents specifically stated that **Darbys Lane should be reopened**.



"There should be no road closures at all in the BCP area."

"Put both back and stop wasting money on things not needed and concentrate more on what is required."

"I am for keeping Darbys Lane OPEN."

Four respondents commented that **Kingsbere Road should be reopened but Darbys Lane should be kept closed**, while one respondent commented that **only one of Kingsbere Road and Darbys Lane should be closed**, but not both, without specifying which one was their preference.



"Agree with Darbys Lane closure but Kingsbere is ridiculous."

"One of these roads needs to be reopened to bring some balance and flow of traffic to the area."

Four respondents commented that **more road closures** were needed, while two respondents commented that **Darbys Lane should remain closed**.



"Generally these measures have worked. There needs to be more of these around the area."

"I welcome the changes in blocking off Darbys Lane and blocking off Kingsbere/Hennings Park Road."

Six respondents suggested that **traffic calming measures were needed in the local area in general**, while four respondents commented that they should be **installed along Kingsbere Road instead of closing it** to motorised vehicles, while One respondent suggested that they should be **installed along Darbys Lane instead of closing it**.



"Surely traffic calming should be explored before closures."

"If the closure was reversed then I would support measures to slow commuting traffic who drive to fast through Kingsbere and Hennings Park Road as short cuts."

"Darbys Lane junction should have remained open to cycles and vehicles, perhaps with traffic calming along the road instead if there was ever a problem speeding."

Two respondents suggested that the **speed limit should be reduced along Kingsbere Road** instead of closing it.



"I feel the road needs to be reopened with a 20mph limit to ensure that there is a constant flow of traffic onto the roads (roads are for cars and transport) instead of bottle necking"

everything up to the already busy roads of Dorchester Road and Pound Lane.”

Two respondents suggested that **parking restrictions** were needed in the local area in general, while three respondents suggested that parking restrictions and resident permits should be implemented **along Kingsbere Road** instead of closing it.



“If they had restricted parking perhaps some of the residents would park in their drives instead of parking on the road to stop other people and also considered pedestrians.”

“If the residents are concerned about parking this is easily solved by making it a resident only road.”

Three other traffic calming measures along Kingsbere Road instead of closing it that were suggested, including implementing a **one-way system**, introducing a **designated and safe cycle lane**, as well as a **bollard system that closed the road at specific times** of the day rather than permanently.



“Perhaps making some roads “one way” rather than totally closed to traffic might help congestion?”

“The roads around this area are not suitable in size for cycling and more cycling lanes beside the roads would be beneficial to encourage cycling.”

“If such measures are to be implemented they would be better applied on a basis of bollards that rise & lower at set times & days, as can be seen in other towns.”

Other traffic calming measures that were suggested for the area more widely included **different speed limits at school times** to alleviate the traffic concerns, roads should be **made safer for all**, while two respondents suggested that there should be a **road crossing on Pound Lane**.



“Perhaps you should copy the Australian policy where they have different regulations around school times for speed etc in surrounding areas.”

“There should be improved crossing/calming measures on Pound Lane to mitigate the proportion of traffic that is trying to speed around the point closure.”

3.9.7 Other queries

There were nine unrelated comments and queries. Three respondents commented on there being an **inadequate bus service** in the local area.



“Try improving local public transport. I don't believe there is a bus from Oakdale that even goes to the hospital if I was able to walk to the bus stop!!”

Two respondents commented on the **restrictions along Whitecliff Road**.



“One area which should have remained part of the ETRO/LTN is Keyhole Bridge/Poole Park. Pedestrians have to fight with the traffic to safely pass through the bridge.”

Other queries included **housing developments** in the local area, the **exit of Dorchester Road**, the need to **repair roads** and the **formation of BCP Council**.



“I believe the intention to reduce the exit from Dorchester Road to Ringwood Road is to be reduced to only one lane is only going to back up traffic down Dorchester Road and aggravate traffic flow!”

“The road needs redoing and the extra traffic will make it worse.”

“If Poole had its own council still we would have independence.”

3.10 Other comments or suggestions for improvements for the roads in this specific area

Respondents were asked to write in any other comments or suggestions for improvements for the roads in this specific area. 500 respondents provided feedback to this question. Please note that where respondents have provided comments that relate to more than one theme, their feedback has been categorised into multiple categories.

Responses were coded in to seven key themes relating to 'being in support of the changes', 'questioning the purpose and rationale of the changes', 'access concerns', 'displaced traffic concerns', 'safety concerns', 'traffic calming measures and suggestions' and 'other comments not related to the changes'.

Theme	Number of comments
In support of changes	38
Purpose and rationale concerns	281
Access concerns	24
Displaced traffic concerns	198
Safety concerns	64
Traffic calming measures/suggestions	531
Other queries	54

3.10.1 In support of changes

There were 38 comments relating to support of the changes. 17 of these comments related to wanting the **closure of Kingsbere Road to be kept in place**.



"Please keep the closures in place - thank you."

"We welcome the changes and the closure of Kingsbere with Hennings Park Road."

There were five comments that related to the closure **improving safety** in the area, while two comments related to improved **safety for school children**.



"Much safer for everyone."

"We feel as we have many schools based in the neighbouring roads, due care and attention should be taken."

There were four comments that traffic flow is now **calmer** and the closure **stops motor traffic using the street as a rat-run** and that there is less noise on the road.



"We welcome the changes and the closure of Kingsbere with Hennings Park Road. When it was open both roads were being used as a cut through with speeding cars either up or down Hennings Park Road trying to beat the traffic."

"Please keep it this way a lot quieter."

In addition, there were six comments that the **benefits of the closure are not confined to one street** and the concept of a low traffic neighbourhood is being realised, the which enhances the local area and **encourages cycling, walking and exercise** in the local area.



"I really support the idea of a low traffic neighbourhood, but personally I think it needs to go further to really make an impact - do more!"

"BCP Council have several high level priorities and initiatives running for several years now to improve road safety and sustainable travel."

"Encourage residents to walk to school, work, college etc. Getting people out of their cars would have many positive results."

In addition, one respondent commented that **neighbouring roads are more suitable** for through traffic, while three respondents commented that the **benefits outweigh any negatives** of the closure.



"I hope that the ETRO on Kingsbere Road remains as it rightfully aims to keep traffic to the main routes."

"The road closure should remain as its benefits far out way the negative comments made by local residents."

3.10.2 Purpose and rationale concerns

There were 281 comments that questioned the purpose and rationale for the changes. 71 of these comments were that **Kingsbere Road should be reopened** to motorised vehicles and that it was not a good idea to close it. Five respondents commented that **closing roads is not the answer** to the volume of cars using roads and that the closure has not had the desired effect.



"Put it back to what it was."

"Closing the roads is a bad idea, roads are meant to be used and closing them helps only few and has a negative impact on many."

"Surely the answer to busy roads cannot be to close those we do have."

"In essence I support the theory to get people to become more active. However I do not think these road closures have had that effect."

Further to this, 25 comments were that there were **no previous issues** along Kingsbere Road, while 10 respondents commented that the **Darbys Lane closure had impacted and increased the traffic along Kingsbere Road**.



"There were minimal problems in this area, we did not need or ask for the 'improvements'."

"There wasn't anything wrong in the first place, I have walked and driven the route many times in the past and have never had any problems or felt in any danger."

"If Darbys Lane reopened then the volume of traffic through Kingsbere Road would not be such an issue."

23 respondents commented that the closure **would not increase the likelihood to walk or cycle** in the area instead of using their vehicle, while 14 respondents commented that **cycling and/or walking is not a viable alternative** because people still need their cars for work, school drop off, shopping and other activities.



"Closing roads won't stop people driving."

"These schemes have not encouraged more people to cycle and disadvantages a greater percentage of the population than helps, by a long way."

"You are never going to stop people using their cars."

In addition, five respondents commented that the closure **disproportionately affects the elderly and disabled** who are unable to walk or cycle and need to use the cars.

"I'm disabled so walking/cycling is not an option for me."

16 respondents commented that there are **insufficient cyclists to warrant the closure** and that the **route is not used by or suitable for cyclists** who travel on the most direct and quickest routes.



"The roads are not suitable for the cycle lanes."

"Stop closing them for cyclists who don't even use them."

22 respondents commented that the closures were due to **vested interests of local councillors and active travel groups**, while eight respondents commented that the closures **unfairly prioritised cyclists and penalised drivers**.



"I feel that the closing of the roads was poorly conceived and pushed through by individuals with a personal agenda, i.e. very keen cyclists with an anti-car mind set."

"Get rid of the councillors that have decided to block these roads. It makes no difference to the traffic in the area."

Eight respondents questioned whether there was sufficient **supporting evidence** to have closed the road in the first place, or to keep it closed. Four respondents commented that **COVID-19 was not a justifiable reason to close the road**.



"Stop trying to use COVID as an excuse to close perfectly good roads."

"Question the logic behind these decisions. Using immeasurable means to govern success."

15 respondents commented that the closures were an **inefficient use of public money** and would have been better spent elsewhere.



"Stop spending money on things that are not broken and repair the roads."

"Spend the money on other services that are needed."

21 respondents commented that the closure had meant that the **residents of Kingsbere Road were disproportionately prioritised over residents on other roads**, with traffic, congestion, noise and pollution displaced to their roads instead. In addition, two respondents commented that this had adversely affected **property prices** on other roads.



"I'm curious to know why residents of Kingsbere Road feel they are improving the situation for the area generally. It does seem to be a totally selfish move."

"Why, why, why has this ridiculous plan been allowed to even be trialled just because a few residents of Kingsbere want a quieter road & no one to park outside their house?"

"Open Kingsbere and Hennings Park and Darbys Lane. We are considering moving from the area but I suspect this has now decreased the value! Thanks BCP Council I've worked nonstop through Covid this just tops it off!"

Nine respondents commented that local residents **should have been consulted with prior to the changes** being implemented, while 19 respondents commented that the **views of local residents had not been listened to**, with a further 4 respondents referencing a **petition** that was opposed to the changes.



“VERY poorly thought-out schemes. Appear to be financially motivated. Poor planning. INCREDIBLE that such a major problem has been created out of zero public consultation and thus far little assistance from our elected officials.”

“Listen to the majority not the minority, open the road.”

“You need to listen to the opinions of local residents!”

“It should be reviewed again as it makes people's life more difficult. Resident's petition and concerns for both road closure should be heard.”

3.10.3 Access concerns

There were 24 comments relating to concerns about access. 11 respondents commented that the closure **restricts access for emergency vehicles**, potentially increasing risk for those who require urgent care.



“Remove these unnecessary obstructions and ease the traffic flow on other areas. Enable emergency services to do their job properly and respond promptly to life-threatening situations.”

“The schemes also cause emergency vehicles to be slowed down and diverted on a longer route.”

In addition, nine respondents commented that the closure causes **access issues for local residents**, making it difficult to get in and out of their road and travel in the local area.



“We feel locked in the area.”

“Especially now that Darbys Lane is being permanently closed I consider it essential that Kingsbere is reopened to allow Oakdale residents free movement by car in the local area.”

Three respondents commented that Pound Lane was **unsuitable for a bus route** due to the speed they are able to travel along the road, as well as buses passing close to a school.



“I cannot understand how rerouting the traffic past the rear entrance of St Marys infant school including buses is making the area safer?”

“Pound Lane is simply not a big enough road to be on a bus route.”

One respondent commented that the **increase in online shopping** had increased road use by delivery vehicles.



“Road use has increased because of online shopping which increased recently.”

3.10.4 Displaced traffic concerns

There were 198 comments relating to displaced traffic concerns. 52 of these comments were that **Kingsbere Road and connected side roads help ease traffic flow elsewhere**.



“Open up the roads like before as this will make the traffic flow better and makes it safer for everyone.”

“Reopen all of the roads to spread the traffic out.”

“Leave things as they are to spread traffic.”

There were 34 comments that the closures have **increased traffic on surrounding roads in general**, with a further 12 comments suggesting that there has been increased **congestion** in the local area as a result.



“Closing roads only moves traffic onto other roads and does not improve anything.”

“The congestion on the surrounding roads has become unbearable since the closure of Darbys Lane and this road.”

“They are not helping in any way, the traffic congestion is ridiculous. Closing the roads has just added to the congestion.”

In addition to the comments about increased traffic generally, 15 respondents commented that there had been increased traffic along **Dorchester Road** and 14 comments about increased traffic along **Pound Lane**. Furthermore four respondents commented on increased traffic at the **traffic light junctions**, three comments about increased traffic along **Wimborne Road** and two comments about increased traffic on **Fernside Road**.



“You have pushed all the local traffic onto the main roads, Fernside, Dorchester Road & Pound Lane. Open up the closures so traffic can disperse quicker.”

“Closing Kingsbere is just annoying, it's made more traffic on Pound Lane and Dorchester Road.”

“Since the closure of the junction at Darbys lane and the expected closure of Kingsbere Road, there has been a huge increase not only in vehicle wait times at the Dorchester Road and New Inn junctions, but a huge increase in standing traffic.”

“The closures are pushing more traffic onto Wimborne Road and Pound Lane.”

There were 12 comments that the closure had resulted in **longer journeys**, both in terms of distance and duration. Three comments related to the increased use of and **cost of fuel** as a result of the longer journeys.



“The intention of decreasing the volume of vehicles on the road is a plus. Unfortunately this road closure means that my journey to Oakdale Cross, and to Poole is greater than it would have been should I have been able to travel through Kingsbere Road and Darbys Lane - not good for the environment.”

“Keep them open we all pay enough road tax and now with the price of fuel it a bigger burden on us drivers!!”

32 respondents commented that the closures and the associated additional traffic, congestion and increased journeys had resulted in more **pollution** in the area. Five respondents commented on **increased noise** in the area due to vehicles driving on fewer roads.



“I understand the need to calm traffic but forcing onto one road does not reduce pollution - the opposite as cars queuing causes more.”

“Let's reopen Kingsbere Road to reduce traffic, noise and pollution on our road and to make it bearable to walk on our road again.”

Six respondents commented on **parking issues** within the area as a result of the closure, while four respondents commented on **poor parking by residents** along Kingsbere Road.



“There seems to be an increase in on-road parking toward the eastern end of Dorchester Road particularly on the brow of the hill. Most of this appears to be commercial vehicles.”

“There are still residents parking on the pavements in Kingsbere Road which proves very difficult to negotiate with a double buggy, or a wheelchair.”

3.10.5 Safety concerns

There were 64 comments relating to safety concerns. 13 respondents commented that the closures have resulted in increased driver frustration and subsequent **speeding** along other roads to try and mitigate increased journey times.



“Reinstate Darbys Lane and Kingsbere Road. Dorchester Road has become a racetrack.”

“The proposed closure will just push the traffic onto Pound Lane as it will still need to use the route it does so the majority will travel down Dorchester Road and then down Pound Lane. No doubt most will drive faster down Pound Lane as they will be late as 1 mile has been added to their trip. Already we have a lot of speeding traffic down Pound Lane especially on motorcycle night Tuesdays in the summer and this will just add to the number.”

In addition, 29 respondents commented that removing the closures would allow traffic to flow in the local area more easily and would improve safety. These comments also suggested that **drivers and pedestrians currently do not feel safe** and that other roads in the area were now more hazardous for all road users.



“I support the ambition to improve roads and access to cycling. However, these measures sadly are not encouraging this and far more worryingly are creating dangerous situations in the surrounding areas.”

“Open Kingsbere Road so the traffic is more evenly spread instead of the increase in congestion and risk of accidents.”

“Reopening Kingsbere will allow the traffic to flow a lot better through Pound Lane and surrounding roads. Meaning so many of us in the Pound Lane area will feel much safer.”

A further four respondents commented that the closures had **decreased safety around the schools** and meant that they no longer allow their children to walk or cycle to school as a result.



“Just about everyone speeds along Pound Lane which is really dangerous at school times.”

12 respondents commented that it was dangerous and did not feel safe **crossing the roads** in the area, and that current pedestrian crossings were inadequate and cars did not stop to allow them to cross.



“My brother-in-law not long ago had a car drive into him whilst he was crossing the zebra crossing on Dorchester Road, she was speeding. I’m guessing to try and make time back from the road closure.”

“Sometimes it feels that traffic speeds down Dorchester Road and the bollard at the top takes the occasional knock. Recently there was an accident there, and I have seen cars clip the kerb. I never use it to cross the road when walking as I feels it's a dangerous spot.”

Four respondents commented that the closures had made other roads **less conducive for safe cycling** and that cyclists use the pavements due to fear of cycling on the roads.



“I often cycle to Poole Park from Hunt Road and the road closures have not made it any safer for me to travel by cycle.”

“I feel Kingsbere Road being closed has made it more dangerous for cyclists.”

Two respondents commented that motorised vehicles now perform **unsafe u-turns** on the closed roads.



“I need a smoother surface on pavements. I am forced onto the road because the pavements are so uneven and more cars and vans turning in these roads makes this dangerous. Prior to the closure most cars and vans were considerate if I was on the road.”

3.10.6 Traffic calming measures/suggestions

There were 531 comments relating to traffic calming measures and suggestions. These comments referred to the Kingsbere Road and Darbys Lane closures, as well as the wider area in general.

There were 85 comments that the council should **reopen the closed roads** and **should not close any more roads** in the local area.



“Just leave the roads as they are. Stop closing off roads.”

“Open up all the roads that have been closed.”

“Reopen all the roads you have blocked off.”

44 respondents commented that **both Kingsbere Road and Darbys Lane should be reopened**.



“Just reopen Darbys Lane and Kingsbere Road it is as simple as that.”

“Open both Darbys and Kingsbere so that not so much traffic is built up on Pound Lane.”

19 respondents commented that **Darbys Lane should be reopened**, while two respondents commented that **Darbys Lane should be reopened but Kingsbere Road should be kept closed**.



“Darbys Lane does not need a total block at the lights.”

“I would say it is imperative to open Darbys Lane as soon as possible. I can see some sense in closing Kingsbere Road but none whatsoever in the Darbys Lane closure.”

Five respondents commented that **Kingsbere Road should be reopened but Darbys Lane should remain closed**, while six respondents commented that **only one of Kingsbere Road or Darbys Lane should be closed but not both**, without giving a preference of which one.



“I believe the Darbys Lane being closed works, but I feel Kingsbere Road being closed has made it more dangerous for cyclists.”

“I am happy for either Darbys Lane OR Kingsbere Road to remain shut, but one of them needs to reopen.”

Six respondents commented that **Darbys Lane should remain closed**, while nine respondents commented that **more road closures were needed** in the local area.



“Keep Darbys Lane closed.”

“Widen the LTN to include more roads.”

12 respondents commented that the **New Inn traffic light signals** need amending to reflect the closure and allow traffic to flow more easily in the area.



"If the block on Darbys Lane is to remain change the lights to only respond to bicycles emerging from Darbys Lane. Any car coming down Darbys Lane still triggers the New Inn lights and holds the other 3 routes up further antagonising drivers and degrading their behaviour."

"Putting a filter for turning right from Wimborne Road into Vicarage Road and from Fernside Road into Longfleet Road."

"Reset traffic flow at Oakdale traffic lights."

28 respondents suggested that **traffic calming measures generally need to be implemented in the local area** to support safe travel along popular routes, particularly Pound Lane and Dorchester Road. Specific traffic calming measures suggested for the local area more widely included **reduced speed limits** (34 respondents), the installation of **speed cameras** (15 respondents), **digital speed monitors** (1 respondent) or **speed humps** (14 respondents).



"Traffic calming near the schools."

"Reduction in speed limit on Dorchester Road and/ or speed cameras/ enforcement of existing laws."

"In the adjacent Pound Lane, another road where vehicles constantly speed, maybe a digital speed sign like the one on Wimborne Road would remind drivers of their actions."

"Speed bumps and reduced speed limit to all local roads."

Five respondents suggested that there needed to be traffic calming measures at **school drop-off and pick up times**.



"As mentioned before have different traffic regulations around school times as they do in Australia and probably other countries."

40 respondents commented that **traffic calming measures in general should be installed along Kingsbere Road instead of closing it** to motorised vehicles, while 8 respondents suggested that they should be **installed along Darbys Lane instead of closing it** to motorised vehicles. Specific traffic calming measures suggested for Kingsbere Road instead of closing it included **reduced speed limits** (32 respondents), the installation of **speed cameras** (10 respondents), **speed humps** (26 respondents), **chicanes** (9 respondents), **one-way system** (7 respondents) or the installation of **designated cycle lanes** (13 respondents).



"Rather than close the road, install some traffic calming measures, speed bumps, single yellow lines etc."

"Traffic calming on Darbys Lane and Pound Lane."

“How about a 20mph speed limit and its enforcement and stop signs rather than give way signs at junction of Kingsbere and Hennings Park Roads.”

“I suggest speed humps would slow traffic through Kingsbere and Darbys Lane. Not sure why this would not be trialled first before closing roads.”

“If the aim is slow traffic in Kingsbere Road and the top of Hennings Park Road why not have chicanes instead of blocking off the road. Then local residents could still get through, but those who want to speed may be put off and find another road.”

“If anything, make Kingsbere one way traffic, from Pound Lane towards Dorchester Road and open Darbys Lane back up.”

“Put the proper cycle lanes in first then maybe close roads.”

In addition, 22 respondents suggested that there should be **parking restrictions introduced in the local area** generally, while 20 respondents suggested that there should be **parking restrictions along Kingsbere Road**, while six respondents suggested **parking permits for Kingsbere Road residents**. Two respondents commented that there needed to be **sufficient parking available for local shops** as well as due to increased vehicles from local housing developments. Three respondents proposed more **traffic wardens** should be in the local area, while four respondents suggested **greater police presence**.



“Definitely something needs to be done about cars parking in Dorchester Road. The disabled are being disadvantaged by not having clear paths.”

“Please ban parking on the pavement or make the roads narrower.”

“Kingsbere should have single yellow line extended to prevent parking during peak times.”

“Residential permit parking on the road instead of closing it.”

“More car parking should be provided for users of the parade of shops on Wimborne Road, Oakdale.”

“Make traffic wardens to control the horrendous parking on pavements.”

“More police presence or speed checks that can lead to fines and education to drivers.”

In order to make crossing roads and the school journey safer in the area, 31 respondents suggested there needed to be **more pedestrian crossings** appropriately placed on local roads, including along Pound Lane and Dorchester Road.



"Pound Lane needs a crossing; many children cross here for St Mary's school - it's not safe without one."

"Please instate a crossing on Dorchester Road near to the junction of Wellow gardens, or Leverett Gardens. It is very dangerous to cross Dorchester Road in this vicinity."

"More pedestrian crossings i.e. zebras not just traffic dodging islands."

Six respondents suggested that the **public needs educating** on safe travel, while two respondents felt that the **roads should be made safer for all** users generally.



"Run free cycling courses to teach people how to travel safely by bicycle."

"Overall more education is needed to change mindsets, closing roads won't achieve that, just passes the issues to other roads and residents."

"Please don't just close roads as the answer but to improve facilities for all methods of travel rather than just "improving" for cycles (which it really hasn't made a difference for) and making it harder for cars."

Three respondents felt that **sat nav systems needed updating** so that motorised vehicles did not travel up the roads that are closed and therefore have to perform u-turns, while two respondents commented that the **planters needed to be replaced** and improved.



"Still haven't updated the satnav databases. So traffic is still being routed down it."

"Open Darbys corner, keep Kingsbere and install permanent structures not movable objects."

3.10.7 Other queries

There were 54 comments relating to other queries and topics. 14 of these comments related to the need for a **bus service that better connects local areas** and is reasonably priced to encourage people to use it. A further four respondents commented that **bus stops needed to be more conveniently located** in order to access them.



“A better public transport system would help, at the moment if we wanted to go into Bournemouth we have to walk a fair way to catch a bus to go into Poole and then another to Bournemouth.”

“Lower bus fares or special weekend offers to travel by bus.”

“Moving the east bound, relocated bus stop on Pound Lane to be at the end of Kingsbere Road, rather than across a number of private properties would probably be better. Basically, move it to be on straight opposite the bus stop on the west bound lane.”

13 respondents commented on the need for **improved road surfaces**, the need to **fix potholes and improve pavements**.



“Fill in the potholes on the roads and pavements.”

“I need a smoother surface on pavements. I am forced onto the road because the pavements are so uneven and more cars and vans turning in these roads makes this dangerous.”

Eight respondents commented on **cycle lanes and routes** within the area. These comments reflected the need for cycle lanes to be connected and not just stop and join motorised vehicles on roads, while others commented that the cycling routes within the Transforming Travel plans were unnecessary and that people will not use them.



“The changes are good, but far more needs to be done to make it safe. The travel corridors all have dangerous pinch points which means it's not safe for us to cycle through this area and carry onto Poole town centre/ Parkstone/ Broadstone etc.”

“Return them to the previous use and abandon the cycle super highway which has no majority backing. Improve the Castleman Trailway if you want a cycling route from Wimborne to Poole.”

Three respondents commented on **other ETRO schemes** in the area, including the removal of the closure along Tatnam Road as well as Keyhole Bridge.



“Close the Keyhole to traffic. We do not need more ETRO in Oakdale.”

“It’s a shame Tatnam Road is now open as that has now taken away a safe walking/cycling route through to town.”

Two respondents commented on the need for infrastructure to support the number of **electric vehicles** that are now driven.



“All cars will eventually be electric and thus zero emission at point of use, this coupled with an ageing population which will rely more heavily on personal transport, means that we should be increasing the efficiency of the road network and providing more charging points, not closing roads creating pollution and waste.”

Six respondents commented on the impact of **housing developments** in the local area, while four respondents commented on the need for more **green spaces** to be created.



“Have you considered how much worse again Dorchester Road will become when work starts on the houses planned for the old school site? I am all for reducing traffic but if you keep packing housing tighter and tighter then more traffic will always follow.”

“Don’t build flats on the end of Darbys Lane to Dorchester Road the extra volume of traffic there will be a danger to cyclists and pedestrians and will affect your cycle scheme on Darbys Lane.”

“Take away the Kingsbere closure. It was a cheap way to get eco brownie points, try making more green spaces.”

3.11 Considering Equalities and Human Rights

Respondents were asked to write in any positive or negative impacts of this proposal that they believe that BCP Council should take into account in relation to equalities or human rights, and if so, to provide supporting information and to suggest ways in which the organisation could reduce or remove any negative impacts or increase any positive impacts. 172 respondents provided feedback to this question.

Responses were coded in to four themes relating to 'protected characteristics, 'human rights', 'impact of changes' and 'consultation process'.

Theme	Number of comments
Protected characteristics	96
Human rights	58
Impact of changes	81
Consultation process	31

3.11.1 Protected characteristics

There were 96 comments relating to protected characteristics. 18 of these comments related to the **elderly being adversely affected by the closures**. Many elderly residents rely on cars and taxis to travel, and they will incur additional costs of both of these as a result of having to travel further. In addition, it is unrealistic and not possible for many elderly to walk or cycle. In addition, they can also struggle to cross roads in a reasonable time which is a greater issue now due to increased traffic on other roads in the area.



"A lot of residents in Oakdale are elderly and/ or disabled, they rely on cars and taxis not just to get about but to attend medical appointments. They now have to incur an increase in the cost of these services because it takes longer to get from a to b. This is age and disability discrimination. It's OK for councillors to say get on your bike and walk but some people CAN'T!"

"Older people suffering from increased traffic on other roads meaning they can't cross roads etc."

There were 20 comments relating to the **rights of children**. While a small number of these comments felt that the changes have a positive impact on children in the area, the majority focused on the changes reducing air quality and safety for children, especially in close proximity to the local schools.



"Safer for kids to walk or cycle to/from school."

"This is close to a primary school. Children are a protected group (age) and never seem to be thought about. Reducing traffic around schools should be a priority, so they have safe ways to get to school by themselves."

"As a mother to two young children I worry about the heavy traffic air pollution which will now be made worse."

There were 34 comments relating to **those with a disability not being considered** by the changes. Those with a disability need to use a car and the changes impact their access in and around the local area. It was also felt that the changes have resulted in poor parking which impacts on the use of pavements by those with a disability.



"Be aware that not everyone can just jump on a bike. People with disabilities are not being adequately considered in active travel road changes."

"Explain how on Dorchester Road and Pound Lane disabled people are supposed to get through pathways with cars parked on them."

"Not easy now for disabled people relying on cars for independence, longer journey times and increase in cost of taxis."

Seven respondents commented that the changes has negatively **impacted on their mental health**, causing stress through increased traffic and congestion, reduced access and difficulty visiting friends.



"Our mental health is suffering since you've shut all the roads around here and making it very difficult to get to work and see our friends."

"Yes, mental health of the residents who have to try and live with these road blocks."

However, there were five comments that suggested the changes had a **positive impact on those with a disability**, allowing them to benefit from less congested roads, stopped cars from parking on pavements and gave them the opportunity for safe active travel.



"I think it's positive. People who are restricted to their cars due to disability will have less congested roads if those who can cycle/walk are enabled to by giving them safer routes."

"Prior to the closure of Kingsbere Road cars tended to park with two wheels on the pavement to allow more room as the traffic was so heavy. This had a negative impact on disabled residents with mobility scooters and those pushing wheelchairs or prams."

There were three comments that felt that **carers** were negatively impacted by the road closures.



“Adult Social Care is struggling as care agencies are understaffed and adding time to routes reduces the number of residents that can receive the support they are entitled to each day.”

Nine respondents **questioned whether equalities and human rights have anything to do with road closures.**



“Nobody should be discriminated against so this is a rather stupid question. Everyone should have the ability to move freely in the area by whatever means they wish to use without causing distress to others.”

“I thought we were considering traffic conditions here!”

3.11.2 Human rights

There were 58 comments relating to human rights. Nine comments related to **restricted emergency service access** due to the changes and that this could impact on response time and ability to provide much need emergency care.



“I believe the increase in emergency vehicle response times caused by unnecessary road closures is a threat to human life.”

While three respondents commented that the **changes benefit everyone** and 4 respondents commented that the **changes benefit local residents**, 15 respondents commented that there was a **lack of equality amongst residents**, with some adversely affected by the closures to the benefit of a small number of other residents.



“Closing roads to stop through traffic benefits all if given adequate time to bed in and for people to change their behaviours.”

“My sister who lives on Kingsbere has issues with traffic noise and the volume of traffic that affects her mental health and requires my monitoring her wellbeing. The closure of the road will be a god send to remove those issues.”

"The whole road closure scheme pits neighbours against neighbours. Some people seem to have the right to live in a low traffic area and others have to endure increased traffic and pollution to make this happen. How is this equality of human rights?"

"I am being discriminated as a resident of Dorchester Road by this scheme due to the increased traffic and pollution it has caused for the betterment of a few people in Kingsbere Road."

A further nine respondents commented that **local residents were opposed to the changes**, while three respondents commented that **local residents felt penned in** due to the changes.



"I think the council should take note that the majority of local residents are against this closure and their human rights to democratic representation should be respected."

"Listen to the residents and don't be so tunnel vision against motorists."

"I am partially trapped in my home because of these road closures. I have had my freedom to movement removed and my social life has declined as I can no longer drive around like I could before."

12 respondents commented that the changes **over prioritise cyclists** who are in the minority of users of the road compared to drivers.



"By closing road you are producing more traffic around the road closures. There is no need to close roads at all. I hardly ever see anyone using the new cycle routes and it also will not make people walk or cycle more by closing roads."

"Many rely on cars, all you're doing is penalising the motorists!"

Three respondents commented that the changes **impact on local businesses**.



"Local businesses are losing business and may be forced to close."

3.11.3 Impact of changes

There were 81 comments relating to the impact of the changes. 22 respondents commented that the road closures should be removed as they **impact on their right of way** and that all roads should be accessible by motorised vehicles.



“Every resident should have the right to move freely about the local area. All those who pay road tax should be able to use all roads.”

“Roads are for vehicles pavements for pedestrians. This is an infringement of my right to use a vehicle on a public road.”

33 respondents commented that the changes have resulted in a **reduction in air quality** due to increased traffic on other roads, causing longer journey times which in turn lead to more fuel being used and car fumes.



“Negative impact on my quality of life, increase in air pollution against my human rights.”

“Human right to clean air which is now compromised to excessive vehicles being forced onto the road I live in - due solely to road closures such as Kingsbere.”

“Increasing the levels of pollution is clearly a breach of the human rights bill "the right to clean air". I have the same right as those living on Kingsbere, or is this going to be ignored?”

Two respondents commented on increased **health benefits** of better air quality and being encouraged to exercise more as a result of the changes.



“People need to be encouraged to get out of their cars and use less carbon producing methods to get around.”

Six respondents commented on **increased costs of travel** as a result of travelling longer distances and using more fuel, as well as the rising costs of fuel.



“Certainly costing me more in fuel.”

While two respondents commented on **increased safety**, 11 respondents commented that the changes had **reduced safety** due to more traffic on other roads, speeding and reduced safety for children travelling to school.



"I think human rights of being able to cross a road safely without getting potentially hit by cars speaks for itself."

"More traffic on residential roads creates safety issues for the very young, elderly and disabled in crossing the road and vehicles parking on pavements."

"The Kingsbere Road closure has caused a detrimental increase in traffic along the full length of Pound Lane. This has made Pound Lane considerably more dangerous for all residents and personally my whole family especially our teenage daughters walking to school and college."

Five respondents commented that they **could not see any positive impacts** associated with the changes.



"All the impacts of the road closures are NEGATIVE."

3.11.4 Consultation process

There were 31 comments relating to the consultation process. Eight comments related to **vested interests of local ward councillors** being cycle centric.



"It seems the council are fully committed to bringing these changes to bear regardless of public opinion. I think councillors must live in these areas and ride bikes."

"Selfish act, for the councillors and their cycling buddies."

There were 23 comments relating to a feeling of a **lack of consultation with local residents** which should have taken place prior to the changes being implemented. These comments also felt that the changes and decisions do not take into account the views of the majority of local residents who are opposed to the changes.



"Absolutely! Listen to the people whose lives are being impacted by these draconian changes. CONSULT prior to events and ideas being tried out."

"No as I don't think any of the above were taken into consideration when the changes were made and local opinion was not taken into consideration."

"This road was closed without consulting the local residents in the surrounding areas."

4 Respondent profile

The equalities profile is shown below. Percentages are not shown for any groups that have subgroups with less than ten respondents.

Equalities	Group	Number	Percentage
Age	Under 18	<10	-
	18 - 24 years	18	3%
	25 - 34 years	50	7%
	35 - 44 years	110	16%
	45 - 54 years	164	25%
	55 - 64 years	170	26%
	65 - 74 years	104	16%
	75+ years	45	7%
Gender**	Female	341	55%
	Male	283	45%
Sexual orientation*	Straight / Heterosexual	497	96%
	Gay or Lesbian*	<20	-
	Asexual*	<10	-
	Bisexual*	<10	-
	Other*	<10	-
Disability	Yes - limited a lot	46	8%
	Yes - limited a little	86	14%
	No	465	78%
Religion*	No religion	271	50%
	Christian	259	48%
	Other Religion*	12	2%
Ethnic Group	White English / Welsh / Scottish / Northern Irish / British	564	96%
	White Other	<10	-
	BME	<20	-

* shows that some bases are less than 30.

**For the transgender question, counts were less than 10, so are not reported.

4.1 Respondent postcodes

The map below shows the postcodes of respondents.

The area surrounding Kingsbere Road is highlighted in blue on the map.

669 respondents gave a postcode that could be mapped.

The dots represent the centroid of the postcode and not an actual address.

The numbers next to the dots in the legend below show the number of respondents from each postcode. The number in brackets shows the number of dots with that number of respondents.

